# The Hong Kong Daily Press.

No. 9228 第九千二百二十八號 光緒十三年六月十三日 HONGKONG, TUESDAY, AUGUST 2ND, 1887. 禮拜二 香港英八月二號 PRICE $2½ PER MONTH


## SHIPPING.

### ARRIVALS.

August 1, GLUCKSBURG, German steamer, 916, A. Schultz, Bangkok 25th July, General.—MELCHERS & Co.

August 1, ESMERALDA, British steamer, 395, G. A. Tayler, Manila 29th July, General.—RUSSELL & Co.

August 1, KASHGAR, British steamer, 1,515, C. Gadd, Bombay, Penang, and Singapore 26th July, General.—P. & O. S. N. Co.

August 1, VOLGA, French steamer, 889, Bevilaqua, Yokohama 24th July, Mails and General.—MESSAGERIES MARITIMES.

August 1, AMIGO, German steamer, 771, C. A. Hundewadt, Singapore 25th July, General.—WIELER & Co.

### CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
1ST AUGUST.
*None.*

### DEPARTURES.

July 31, NESTOR, British str., for London.
August 1, KONG BENG, British str., for Bangkok.
August 1, VELOX, German str., for Chefoo.
August 1, MUTINE, British sloop, for Shanghai.
August 1, DANUBE, British str., for Haiphong.

### PASSENGERS.

ARRIVED.

Per *Esmeralda*, str., from Manila.—Count de Llorente and 2 servants, and 76 Chinese.

Per *Kashgar*, str., from Bombay, &c.—105 Chinese.

Per *Amigo*, str., from Singapore.—471 Chinese.

Per *Volga*, str., from Yokohama.—For Hongkong.—Miss W. Vuna, and Mr. Lissong Si. For Saigon.—Mr. Utero Henry, 5 French officers and 87 French marines. For Marseilles.—Messrs. Lanciarez, Soulez, Kiehl, K. Yihama, Y. Higikata, Toyata, Tsubir, Songui, T. Tsumoda, Y. Takemoto, N. Nagai, J. Yiodo, K. Kimura, J. Harada, J. Ishida, and J. Teramoto.

### REPORTS.

The British steamer *Kashgar*, from Bombay, Penang, and Singapore 26th July, reports had fine weather from Singapore.

The British steamer *Esmeralda*, from Manila 29th July, reports had strong S.E. monsoon, cloudy with high sea throughout.

### AMOY SHIPPING.

July— ARRIVALS.
21, Hoihow, British str., from Swatow.
23, Meefoo, Chinese str., from Shanghai.
23, Chi-yuen, Chinese str., from Swatow.
23, Haiphong, British str., from Hongkong.
23, Walter Siegfried, Brit. bk., from N'chwang.
23, Borneo, Dutch str., from Hongkong.
23, Mercur, British sch., from Newchwang.
23, Louisa, Danish sch., from Newchwang.
24, Charley, British bark, from Tientsin.
24, Hak Lee, Danish bark, from Newchwang.
24, Prometheus, British str., from Hongkong.
25, Formosa, British str., from Hongkong.
25, Augusta, German bark, from Nagasaki.
26, Namoa, British str., from Hongkong.
26, Thales, British str., from Taiwanfoo.
26, Sunrise, British yacht, from Hongkong.
27, Ingraban, German str., from Singapore.
27, Diamante, British str., from Hongkong.
28, Tientsin, British str., from Swatow.
28, Nestor, British str., from Foochow.
28, Hurora, British bark, from Bangkok.

July— DEPARTURES.
20, Chefoo, British str., for Swatow.
20, Esmeralda, British str., for Manila.
20, Chi-yuen, Chinese str., for Swatow.
21, Hoihow, British str., for Shanghai.
21, Fokien, British str., for Swatow.
21, Namkiang, British str., for Swatow.
22, Omega, British bark, for Chefoo.
22, Johanna Kremer, Ger. sch., for N'chwang.
23, Glenfruin, British str., for Hongkong.
23, Haiphong, British str., for Foochow.
23, Chi-yuen, Chinese str., for Shanghai.
24, Therse, German bark, for Foochow.
24, Kristina Nilsson, Ger. brig, for Foochow.
24, Prometheus, British str., for Shanghai.
25, Formosa, British str., for Tamsui.
26, Meefoo, Chinese str., for Swatow.
26, Namoa, British str., for Foochow.
26, Thales, British str., for Taiwanfoo.
26, Sunrise, British yacht, for Foochow.
28, Borneo, Dutch str., for Hongkong.
28, Archos, British bark, for Foochow.
28, Hai Kiang, Chinese g-b., for Pescadores.
28, Ingraban, German str., for Shanghai.

## INTIMATIONS.

EPILEPSY, Hysteria, Convulsions and all Nervous Diseases are radically cured by the use of LAROYENNE'S anti-nervous solution.

Chemist of the Paris Academy of Medicine.

This MODE OF TREATMENT was experienced by Dr. FREMY, at the central hospital (Hôtel-Dieu) in his medical department; by Dr. FAUVEL; at Dr. BLANCHE'S private hospital, member of the Academy and by Dr. RABBINOWITCH, member of both the Academy of Paris, and the Institute of France.

These eminent Doctors have ascertained of the constant and periodical decrease of the fits, which are soon after radically cured.

This Preparation is combined with Sal Ammoniac and Oxide of Thyle.

Price of a Bottle for France, 20 fr.

The Treatment is never to be continued after three or six weeks at the utmost and 4 Bottles are sufficient.

General Depot: at LAROYENNE'S, Place Royale, CLERMONT-FERRAND (France) and at all Chemists. [27

CUTLER, PALMER & Co.
ESTABLISHED IN 1815,
OF LONDON, BORDEAUX, CALCUTTA, BOMBAY, MADRAS, LAHORE, KURRACHEE, &c.
Are represented in China by
Messrs. JARDINE, MATHESON & Co. ........*
„ SIEMSSEN & Co. ........*
„ LANE, CRAWFORD & Co. & by ........*
„ E. E. REYNELL & Co. in Japan........*
Subjoined are some of the items consigned by these well-known Shippers

SPIRITS.

COGNAC—The popular "4 Star" quality and best.
COGNAC—The well-known "2 Star" quality.
WHISKY SCOTCH, in Heart Shaped bottles, a speciality.
WHISKY SCOTCH, in Ordinary bottles.
The "Glenlivet" Whisky in round bottles.
The "Square bottle" Whisky of Napier Johnstone's.
The Celebrated "CARLTON"—11 *years old.*
WHISKY IRISH, the best selected, *very fine.*
N.B.—All the above Spirits are of excellent quality, and are recommended

WINES.

For Invalids use, PORT & SHERRY—Very Superior and reliable. AMOROSO, MANZANILLA, & PALE DRY SHERRY, distinguished by Blue, Black, and White Seals, Charming Wines. *Suit all tastes.*
CLARET, viz., Mouton, Larose, St. Estephe, Medoc in Quarts & Pints. Need no recommendation.
For Prices apply to either of the above Firms marked *. [945

TIMBER.

THE Undersigned, Agents for Messrs. E. E. ABRAHAMSON & Co., Sandakan, British North Borneo, are now prepared to submit for inspection Samples of hard and soft TIMBERS suitable for Wharves, Building and General purposes.
GIBB, LIVINGSTON & Co., Agents.
Hongkong, 2nd November, 1886. [40

## INTIMATIONS.

LIFE ASSURANCE.

FOR many years the STANDARD LIFE OFFICE has paid away upwards of Half a Million Pounds Sterling per Annum in Death Claims. Its Funds—steadily increasing, exceed 6¾ Millions, and have increased over 50 per cent. in the last 15 years. The New Assurances on carefully selected lives for the last five years have been in excess of the Business transacted by any of the Scottish Life Offices. The Business is conducted with economy, the premiums are moderate, and the conditions will be found liberal.

Forms of Proposal on application to the
BORNEO COMPANY, LIMITED,
905—21 Agents, Hongkong.

LANE, CRAWFORD & Co.
have been appointed
SOLE AGENTS
for Hongkong and South China,
for the Sale of
BLACKWELL DURHAM TOBACCO Co.'s
TOBACCO
AND
CIGARETTES.
And
have now received the first consignment of:—
GOLDEN BELT
CIGARETTES,
guaranteed hand-made, mild and pure.
PRICE:—
$3.00 per Box of 500 Cigarettes.
LANE, CRAWFORD & Co.
Hongkong 1st August, 1887. [26

KELLY & WALSH, LIMITED
JUST RECEIVED
Private Telegram Code, containing 66,200 words.
Badmington Library Vols. "Shooting," "Racing," and "Hunting."
Wallace's "The Amateur Photographer."
Abney's "Instruction in Photography."
"How to be Quick at Figures."
Pomeroy's "International Law."
Burton's "Anatomy of Melancholy."
Baron von Hubner's "Through the British Empire."
Disorders of Digestion, by T. L. Brunton.
Miss Corson's "Practical American Cookery."
Diet for the Sick, by Mary Henderson.
McGoun's Hand Book of Commercial Correspondence.
"Colonial Facts and Fictions," by Mark Kershaw.
Black's Household Medicine.
"Ling Nam;" travels in the interior of China, by Henry.
"The Dragon, Image and Demon; or the three Religions of China."
"The Cross and the Dragon," or Light in the broad East.
"Ruddigore; Vocal and Pianoforte Scores."
The Queen's Birthday Book.
Sweet Caporal Cigarettes.
Straight Cut Cigarettes, &c., &c.
KELLY & WALSH, LD., HONGKONG.
24

DOMINION ORGAN & PIANO Co.
Manufacturers of Cabinet, Combination, Chapel and Pedal
ORGANS,
and Square and Upright
PIANOS;
Sole right to use Foley's Automatic PEDAL COVER, for the whole Continent of EUROPE; This device absolutely closes the Organ, rendering it proof against Mice, Insects, Dust, &c.
BRANCH OFFICES:—
MANCHESTER, ENGLAND,
LONDON, „
HAMBURG, GERMANY.
ADELAIDE, AUSTRALIA
SYDNEY, „
MELBOURNE, „
CHRIST-CHURCH, NEW ZEALAND.
DOMINION ORGAN & PIANO Co.,
BOWMANVILLE,
ONTARIO,
CANADA.
Send for catalogues. [1411

WANTED.

A 5/8 ROOMED HOUSE near Caine Road or Public Gardens.
Rent from $70 to 100.
Apply to R. L. & G.
Hongkong, 14th July, 1887. [1315

WANTED.

BY A YOUNG MAN, a SITUATION as a CLERK. Good References.
Apply to K.,
Care of *Daily Press* Office.
Hongkong, 30th July, 1887. [1453

NOW READY.

THE KUNG HO CHIH YU WALTZ,
and
THE FEIHOO WALTZES,
by
R. C. PASSMORE,
published by
SYDENHAM MOUTRIE,
THE PIANOFORTE AND MUSIC WAREHOUSE,
Shanghai.
12th January, 1887. [63

THE Undersigned have been appointed Sole Agents for the Sale of their Goods in Hongkong and China by Messrs. J. & R. TENNENT, Glasgow, and Messrs. DAVID CORSAR & SONS, Arbroath.
ARNHOLD, KARBERG & Co.
Hongkong, January, 1867. [21

A LONDON MERCHANT with 12 years' experience in the Straits, and 5 years in London, wishes to add to his Business the Agencies of one or two more Eastern Firms. Applications to be forwarded, under cover, to F. P., care of this Paper, when further information will be given. [1391

A SHING,
PHOTOGRAPHER,
No. 8, QUEEN'S ROAD,
Opposite the TELEGRAPH OFFICE,
HONGKONG.
Hongkong, 2nd July, 1887. [1275

NOTICE.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

SHIPMASTERS AND ENGINEERS are respectfully informed that, if upon their arrival in this Harbour, none of the Company's Foremen should be at hand, orders for repairs if sent to the HEAD OFFICE, No. 14, Praya Central, will receive prompt attention.

In the event of complaints being found necessary, communication with the Undersigned is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.
D. GILLIES,
Secretary.
Hongkong, 26th August, 1885. [35

## BANKS.

HONGKONG & SHANGHAI BANKING CORPORATION.

| | |
|---|---|
| PAID-UP CAPITAL | $7,500,000. |
| RESERVE FUND | 4,500,000. |
| RESERVE LIABILITY OF PROPRIETORS | 7,500,000. |

COURT OF DIRECTORS:—
Chairman—M. GROTE, Esq.
Deputy Chairman—C. D. BOTTOMLEY, Esq.

| | |
|---|---|
| Hon. J. Bell-Irving. | H. Hoppius, Esq. |
| H. L. Dalrymple, Esq. | Hon. A. P. McEwen. |
| W. H. F. Darby, Esq. | J. S. Moses, Esq. |
| W. H. Forbes, Esq. | Hon. F. D. Sassoon. |

CHIEF MANAGER.
Hongkong—THOMAS JACKSON, Esq.
ACTING CHIEF MANAGER.
Hongkong—JOHN WALTER, Esq.
MANAGER.
Shanghai—EWEN CAMERON, Esq.
LONDON BANKERS—LONDON & COUNTY BANK.

HONGKONG—INTEREST ALLOWED.
On Current Deposit Account at the rate of 2 per cent. per Annum on the daily balance.
On Fixed Deposits:—
For 3 months 3 per Cent. per Annum.
For 6 months 4 per Cent. per Annum.
For 12 months 5 per Cent. per Annum.
LOCAL BILLS DISCOUNTED.

CREDITS granted on approved Securities, and every description of Banking and Exchange business transacted.

DRAFTS granted on London and the chief commercial places in Europe, India, Australia, America, China and Japan.
JOHN WALTER,
Acting Chief Manager.
Hongkong, 18th July, 1887. [8

NOTICE.

RULES OF THE HONGKONG SAVINGS BANK.

1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 3; Saturdays, 10 to 1.

2.—Sums less than $1, or more than $250 at one time will not be received. No depositor may deposit more than $2,500 in any one year.

3.—Depositors in the Savings Bank having $100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent. per annum interest.

4.—Interest at the rate of 3½ per cent. per annum will be allowed to Depositors on their daily balances.

5.—Each Depositor will be supplied gratis with a Pass-Book, which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books, but should send them to be written up at least twice a year, about the beginning of January and beginning of July.

6.—Correspondence as to the business of the Bank if marked ON HONGKONG SAVINGS BANK BUSINESS is forwarded free by the various British Post Offices in Hongkong and China.

7.—Withdrawals may be made on demand, but the personal attendance of the Depositor or his duly appointed Agent, and the production of his Pass-Book are necessary.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
JOHN WALTER,
Acting Chief Manager.
Hongkong, 8th May, 1885. [9

THE NEW ORIENTAL BANK CORPORATION, LIMITED.

| | |
|---|---|
| AUTHORISED CAPITAL | £2,000,000. |
| PAID UP | £ 500,000. |

Registered Office, 40, THREADNEEDLE STREET, LONDON.

BRANCHES IN INDIA, CHINA, JAPAN AND THE COLONIES.

THE BANK receives money on Deposit, Buys and Sells Bills of Exchange, issues Letters of Credit, forwards Bills for Collection, and Transacts Banking and Agency Business generally on terms to be had on application.

Interest allowed on Deposits:—
Fixed for 12 months, 5 per Cent. per Annum.
Fixed for 6 months, 4 per Cent. per Annum.
Fixed for 3 months, 3 per Cent. per Annum.
On Current Deposit Accounts 2 per Cent. per Annum on the daily balance.

APPROVED CLAIMS on the ORIENTAL BANK CORPORATION, in Liquidation, or the BALANCES of such Claims purchased on advantageous terms.

Agency of the NATIONAL LIFE ASSURANCE SOCIETY.
E. W. RUTTER,
Manager, Hongkong Branch.
Hongkong, 12th March, 1887. [10

CHIARINI'S GRAND CIRCUS AND MENAGERIE
WILL EXHIBIT FOR A SHORT SEASON UNDER
THE MAMMOTH PAVILIONS
AT
BOWRINGTON
RETURN OF THE WORLD-FAMED, DARING, DAUNTLESS,
AND
DEXTEROUS EQUESTRIANS, DASHING LADY RIDERS
AND
LADY ATHLETES,
THE GYMNASTIC CELEBRITIES and MID-AIR ARTISTES,
WHO WILL APPEAR IN MANY AND ORIGINAL NOVELTIES.

CHIARINI'S CIRCUS.
Return of the great WILD BEAST SHOW, including this time the mightly YESSO BEARS presented to Signor CHIARINI by His Imperial Majesty the EMPEROR OF JAPAN.

ONE OF THE BEARS IS THE LARGEST EVER HELD IN CAPTIVITY.

SIGNOR CHIARINI,
the Greatest Living Horse Educator, with his
THOROUGHBRED HORSES
and
LILIPUTIAN PONIES.

CHIARINI'S CELEBRATED BAND
will give a
GRAND FREE OUT-DOOR CONCERT
for one hour previous to the commencement of each Performance, in front of the vast Pavilions.

Full particulars and detailed Programmes will shortly be announced.
FRANK G. WILSON,
Advance Agent.
Hongkong, 28th July, 1887. [1431

FOOCHOW HOTEL, FOOCHOW.

NEW and COMMODIOUS PREMISES, adjoining EASTERN EXTENSION TELEGRAPH COMPANY'S OFFICE.
TERMS MODERATE.
G. T. BROCKETT,
Proprietor.
June 1st, 1887. [1135

THE LONDON AERATED WATERS MANUFACTORY.

THESE POPULAR WATERS are now being Manufactured at Nos. 1 & 2, BEACONSFIELD ARCADE, where orders will be received and promptly executed at the usual moderate charges, viz:—

| | | |
|---|---|---|
| Soda water | 3 doz. for | $1.00 |
| Tonic | 3 „ „ | 1.00 |
| Lemonade | 3 „ „ | 1.00 |
| Gingerade | 2 „ „ | 1.00 |
| Raspberryade | 2 „ „ | 1.00 |
| Sarsaparilla | 2 „ „ | 1.00 |
| Seltzer, Lithia, and other Mineral Waters | 1 „ „ | .40 |

D. K. GRIFFITH & Co.
Hongkong, 16th June, 1887. [1180

## AUCTIONS.

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction,
THIS DAY,
the 2nd August, 1887, at NOON, at the Godown of EBRAHIMBHOY PABANEY, Esq., Lyndhurst Terrace,
6 CHESTS MALWA OPIUM, Ex S. S. "PEKIN."
(More or less damaged by Sea Water).
FOR ACCOUNT OF THE CONCERNED.
TERMS.—As Customary.
H. N. MODY,
Auctioneer.
Hongkong, 1st August, 1887. [1457

PUBLIC AUCTION.

LANE, CRAWFORD & Co. have received instructions from the Acting Superintendent of the P. & O. S. N. Co. to Sell by Public Auction,
THIS DAY,
the 2nd August, 1887, at NOON, at their Godowns, West Point,
SUNDRY FURNITURE,
Comprising:—
CHAIRS, TABLES, SIDEBOARD, CHEST OF DRAWERS, DESKS, &c.
ALSO,
5 ½in. IRON PLATES, &c., &c.
TERMS OF SALE.—Cash before delivery.
LANE, CRAWFORD & Co.,
Auctioneers.
Hongkong, 1st August, 1887. [1463

PUBLIC AUCTION.

MR. J. M. ARMSTRONG has received instructions to offer for Sale by Public Auction, on
SATURDAY,
the Sixth day of August, 1887, at 3 O'CLOCK P.M., at the Premises,
A VALUABLE LEASEHOLD PROPERTY.

Situate at Victoria in the Colony of Hongkong being those Pieces or Parcels of GROUND registered respectively in the Land Office as INLAND LOT No. 271 and INLAND LOT No. 273 together with the TENEMENTS Nos. 2, 4, 6, 8, 10, 12, 14, and 16, Square Street, and Nos. 1, 2, 3, 4, 5, 6, and 7, Wai Yan Lane thereon.

The Premises are held from the Crown for the terms of 999 years and 999 years respectively and will be sold in SEVEN LOTS subject to the Crown Leases and to all existing Lettings and Tenancies thereof.

Plans of the Property may be inspected and further Particulars and Conditions of Sale obtained upon application to
CALDWELL & WILKINSON,
Solicitors for the Vendors,
50, Queen's Road Central;
or to
J. M. ARMSTRONG,
Auctioneer.
Hongkong, 19th July, 1887. [1379

VALUABLE PROPERTY FOR SALE
BY
PUBLIC AUCTION.

THE Undersigned has received instructions from the Trustees of the Estate of the late ROBERT SAYLE, to offer for sale by Public Auction, on
MONDAY,
the 15th August, at 3 P.M.
Within his Office, at No. 7, Commercial Chambers, Nanking Road, unless previously disposed of by Private Treaty, the whole of
THE
VALUABLE PROPERTY
Situated at the corner of the Szechuen and Nanking Roads, with extensive frontages to both roads, containing by admeasurement EN BLOC a little over 5 MOWS.

Plans of the Property, with particulars of Title, and all and every other information with reference to the disposition thereof can be obtained from and upon application to
JOHN BAILEY,
Land Agent,
No. 7, Commercial Chambers,
Nanking Road.
Shanghai, 8th July, 1887. [1418

## TO BE LET.

TO BE LET.

A VERY COMFORTABLE FURNISHED HOUSE, commanding extensive Sea View and very Cool in summer.
Apply at
THE HONGKONG DISPENSARY.
Hongkong, 5th May, 1887. [714

TO LET.

ROOMS IN "COLLEGE CHAMBERS."
Apply to
DAVID SASSOON, SONS & Co.
Hongkong, 30th July, 1886. [42

TO BE LET.

THE SECOND FLOOR of the House No. 2, DUDDELL STREET, suitable for OFFICE or RESIDENCE.
Apply to
LINSTEAD & DAVIS.
Hongkong, 28th July, 1887. [1429

TO BE LET.

THE EXTENSIVE PREMISES in Queen's Road (next to the Commissariat Buildings) lately occupied by the ROYAL NAVAL SEAMAN'S CLUB.
Apply to
LINSTEAD & DAVIS.
Hongkong, 2nd May, 1887. [8

TO BE LET.
WITH IMMEDIATE POSSESSION.

SUITE OF ROOMS fronting the Praya and Pedder's Street upon the Ground Floor of Building recently occupied by Messrs. MELCHERS & Co.

These Premises are well adapted for OFFICES or STORES.

BISNEE VILLA, POKFULUM.
Apply to
SHARP & Co.,
Estate Agents,
Marine House.
Hongkong, 28th July, 1887. [1432

TO LET.

THE BUNGALOW and GARDEN No. 35, Pokfulum Road, now in the occupation of Mr. W. RAMSAY.
Immediate Possession.
Apply to
BELILIOS & Co.
Hongkong, 19th July, 1887. [1380

TO BE LET.

ROOMS suitable for OFFICES in No. 38, Queen's Road Central, with Entrance and COMPRADORE'S Rooms in Stanley Street.
Apply
HONGKONG DISPENSARY.
Hongkong, 2nd July, 1887. [1279

TO LET.

ROOMS in CLUB CHAMBERS.
Apply to
DOUGLAS LAPRAIK & Co.
Hongkong, 1st February, 1882. [43

HONGKONG WHARF & GODOWNS.

Goods received on STORAGE at Moderate Rates, in First-class Godowns.

STEAMER CARGOES discharged on favourable terms.

Also Entire GODOWNS to LET.
Apply to
MEYER & Co.
Hongkong, 2nd July, 1887. [1278

## INSURANCES.

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.

The Undersigned, having been appointed Agents for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
SIEMSSEN & Co.,
Agents.
Hongkong, 16th November, 1872. [14

NORTH GERMAN FIRE INSURANCE COMPANY AT HAMBURG.

THE Undersigned, AGENTS for the above Company, are prepared to GRANT INSURANCES to the extent of $65,000, on first-class risks at current rates.
MELCHERS & Co.
Hongkong, 27th March, 1876. [12

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

THE Undersigned, Agents of the above Company, are authorized to INSURE against FIRE at Current Rates.
GILMAN & Co.
Hongkong, 1st January, 1882. [16

GENERAL LIFE AND FIRE ASSURANCE COMPANY.

THE Undersigned having been appointed Agents for the above Company, are prepared to GRANT POLICIES against FIRE AND LIFE at Current Rates.
PUSTAU & Co.
Hongkong, 1st April, 1885. [685

PHŒNIX FIRE OFFICE

The Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at the following Rates:—

On First-class European Tenements ............at ⅛ % Net per Annum.
On First-class Godowns, & Merchandise stored therein ..................at ⅛ % Net per Annum.
On Coals ..................at 1 % Net per Annum.
On Petroleum in licensed Godowns ......at 1½ % Net per Annum.
On First-class Chinese Tenements..............at 2 % Net per Annum.
On Second-Class Chinese Tenements..............at 2½ % Net per Annum.
DOUGLAS LAPRAIK & Co.,
Agents for Phœnix Fire Office.
Hongkong, 5th August, 1881. [15

THE NETHERLANDS FIRE INSURANCE COMPANY.
ESTABLISHED 1845.

THE Undersigned, having been appointed Agents for the above Company, are prepared to ACCEPT RISKS, against FIRE at Current Rates.
W. R. LOXLEY & Co.
Hongkong, 24th March, 1887. [608

NOTICE.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

RISKS accepted at CURRENT RATES, with the option to Insurers of receiving an IMMEDIATE CASH DISCOUNT of 10 per cent. in lieu of the BONUS payable, as hitherto, out of the ascertained profits of the Company.
JAS. B. COUGHTRIE,
Secretary.
Hongkong, 15th July, 1887. [721

THE MAN ON INSURANCE COMPANY, LIMITED.
HEAD OFFICE—HONGKONG.
CAPITAL (SUBSCRIBED), $1,000,000.

BOARD OF DIRECTORS.
LUM SIN SANG, Esq.

| | |
|---|---|
| BAN HUP, Esq. | YOW CHONG PENG, Esq. |
| CHAN LI CHOY Esq. | Q. HOI CHUNE, Esq. |

The Company GRANTS POLICIES on MARINE RISKS to all parts of the World, payable at any of its Agencies.

Contributory Dividends are payable to all Contributors of Business, whether they are Shareholders or not.
WOO LIN YUEN,
Secretary.
HEAD OFFICE,
No. 2, Queen's Road West,
Hongkong, 14th March, 1881. [555

THE LONDON ASSURANCE
INCORPORATED BY ROYAL CHARTER OF HIS MAJESTY KING GEORGE THE FIRST.
A.D. 1720.

THE Undersigned having been appointed Agents for the above Corporation, are prepared to grant Insurances as follows:—

MARINE DEPARTMENT.
Policies at current rates, payable either here, in London, or at the principal Ports of India, China, and Australia.

FIRE DEPARTMENT.
Policies issued for long or short periods at current rates.

LIFE DEPARTMENT.
Policies issued for sums not exceeding £5,000, at reduced rates.
HOLLIDAY, WISE & Co.
Hongkong, 26th July, 1872. [13

CALEDONIAN FIRE AND LIFE INSURANCE COMPANY.
ESTABLISHED 1805.

THE Undersigned having been appointed Agents for the above Company are prepared to issue Policies of Insurance against Fire on the usual terms.
ARNHOLD, KARBERG & Co.
Hongkong, January, 1882. [268

NOTICE.

QUEEN FIRE INSURANCE COMPANY.

The Undersigned, Agents for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
NORTON & Co.,
Agents.
Hongkong, 16th July, 1887. [60

THE LATEST ADVANCE IN LIFE INSURANCE.

THE NEW YORK LIFE INSURANCE COMPANY'S
5 YEAR DIVIDEND POLICY

THIS Policy secures to the insured the option of terminating his Insurance at the end of any 5 Year period, and receiving for his Policy a cash surrender value together with his share of accumulated surplus apportioned as a dividend. If death occur, the full amount of the Policy will be paid *immediately on proof of death, together with a Mortuary Dividend of 50 per Cent. of all premiums received during the 5 Year period in which death may happen.*

Prospectus and full particulars may be had on application to
GIBB, LIVINGSTON & Co.,
Acting Agents.
Hongkong, 13th January, 1887. [61

LUBECK FIRE INSURANCE COMPANY.

THE Undersigned having been appointed General Agents for the above Company are prepared to accept RISKS against FIRE at Current Rates.
SCHEELE & Co.
Hongkong, 20th May, 1887. [1008

FIRE INSURANCE COMPANY, OF 1877 IN HAMBURG.

THE Undersigned, Agents of the above Company, are Prepared to ACCEPT RISKS at Current Rates.
PUSTAU & Co.,
Agents.
Hongkong, 18th January, 1884. [177

## NOTICES OF FIRMS.

NOTICE.

THE Undersigned is authorised by H. M. Supreme Court to carry on the Business of F. C. BROWN & Co. until further notice and to collect all Accounts due to the said Firm.
T. C. NICHOLLS.
LIN FOW JETTY,
KULANGSU,
Amoy, 25th July, 1887. [1458

NOTICE.

THE INTEREST and RESPONSIBILITY of the Undersigned in the Business known as the HONGKONG & CANTON IRON WORKS CEASES from this date.
L. MALLORY.
Hongkong, 30th July, 1887.

With Reference to the above, the Business known as the HONGKONG & CANTON IRON WORKS will in future be carried on under the Style and Firm of J. W. CROKER & Co., by whom all Accounts will be collected and all Claims paid.
J. W. CROKER & Co.
Hongkong, 30th July, 1887. [1461

NOTICE.

THE AGENCY at this Port of MESSRS. CALDBECK, MACGREGOR & Co., Shanghai, has This Day been TRANSFERRED to MR. ALEXANDER LEVY.
(Signed) E. JONES HUGHES.

With Reference to the above notice I have This Day ASSUMED CHARGE of the Business at this Port of MESSRS. CALDBECK, MACGREGOR & Co., Wine and Spirit Merchants Shanghai.
ALEXANDER LEVY.
Hongkong, 30th June, 1887. [126

## NOTICES TO CONSIGNEES.

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer "HECTOR," are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Undersigned; in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 30th inst.

Goods undelivered after the 7th Aug., will be subject to Rent.
BUTTERFIELD & SWIRE, Agents.
Hongkong, 29th July, 1887. [1407

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG, AND SINGAPORE.

THE Company's Steamship
"WINGSANG,"
having arrived from the above ports Consignees of Cargo by her are hereby informed that their goods are being landed at their risk into the godowns of the Hongkong & Kowloon Wharf and Godown Company, Limited, at West Point, whence delivery may be obtained.

Cargo remaining undelivered after the 4th August, will be subject to rent.

All claims must be sent in before the 2nd August or they will not be recognized.

No Fire Insurance has been effected.

Bills of Lading will be Countersigned by
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 28th July, 1887. [1434

FROM HAMBURG, PENANG, AND SINGAPORE.

THE Steamship
"ATALANTA,"
Capt. H. C. Thomsen, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before NOON, TO-MORROW, the 29th instant.

Any Cargo impeding her discharge will be landed into the Godowns of the Kowloon Pier and Godown Co. and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 4th Aug., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 4th August, at 11 A.M.

No Fire Insurance has been effected.
SIEMSSEN & Co.,
Agents.
Hongkong, 28th July, 1887. [1443

"GLEN" LINE OF STEAM PACKETS

FROM LONDON, PENANG, AND SINGAPORE.

THE Steamship
"GLENROY,"
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before NOON, TO-DAY, the 27th instant.

Cargo remaining undelivered after the 3rd August, will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
Agents.
Hongkong, 27th July, 1887. [1426

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer "LAERTES," are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Undersigned; in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 27th inst.

Goods undelivered after the 3rd August, will be subject to Rent.
BUTTERFIELD & SWIRE, Agents.
Hongkong, 26th July, 1887. [1394

NO MORE TOOTH ACHE
use the
DENTIFRICE ELIXIR, POWDER AND PASTE
of the
R. R. F. F. BENEDICTINES
of the ABBAY of SOULAC (Gironde, France)
DOM MAGUELONNE, Prior
2 GOLD MEDALS; Brussels 1880—London 1884
THE HIGHEST REWARDS.
Invented in the year 1373 by the Prior Pierre BOURSAUD.

"The daily use of a few drops of the DENTIFRICE ELIXIR OF THE R. R. F. F. BENEDICTINES in water, prevents and cures the decay of the teeth, which are whitened and consolidated, while the gums are perfectly fortified and restored.

"It is a real service rendered to our readers to point out to them this old and useful preparation, the most CURATIVE, and the ONLY PRESERVATIVE from all DENTAL DISORDERS."
Established 1807
General Agent: SEGUIN, 3, rue Huguerie, 3 Bordeaux
Depots in HONGKONG:
A. S. WATSON & Co., Chemists.
THE VICTORIA DISPENSARY.
Sold by all Chemists, Perfumers, Hairdressers, &c. [991—2

JOSEPH GILLOTT'S STEEL PENS.
GOLD MEDAL,
PARIS, 1878.
Sold by all
Stationers and Dealers. [859

## NEW ADVERTISEMENTS.

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction,
THIS DAY,
the 2nd August, 1887, at NOON, at E. PABANEY'S Godowns, Lyndhurst Terrace,
8 CHESTS NEW PATNA OPIUM, Ex S. S. "WINGSANG,"
(More or less damaged by Sea Water),
FOR ACCOUNT OF THE CONCERNED,
TERMS.—As Customary.
H. N. MODY,
Auctioneer.
Hongkong, 2nd August, 1887. [1467

HONGKONG, CANTON, AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND at the Rate of 7 per Cent. or $1.40 PER SHARE, declared at the Ordinary Half-yearly Meeting of Shareholders held This Day, will be payable at the HONGKONG AND SHANGHAI BANKING CORPORATION on and after TUESDAY, the 2nd instant.

SHAREHOLDERS are requested to apply at the Office of the Company for WARRANTS.

By Order of the Board of Directors,
F. HENDERSON,
Acting Secretary.
Hongkong, 1st August, 1887. [1465

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA VIA AMOY.

THE Company's Steamship
"ESMERALDA."
Captain Tayler, will be despatched for the above Port on THURSDAY, the 4th instant, at FOUR P.M.

For Freight or Passage, apply to
RUSSELL & Co.,
General Managers.
Hongkong, 1st August, 1887. [1464

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS POSTE FRANCAIS.

FOR SHANGHAI.

THE Company's Steamer
"VOLGA,"
Commandant Bevilaqua, will leave for the above Port on FRIDAY, the 5th inst., at DAYLIGHT.
G. DE CHAMPEAUX,
Agent.
Hongkong, 2nd August, 1887. [2

"CASTLE" LINE OF STEAMERS.

FOR LONDON.

THE Steamship
"BOTHWELL CASTLE,"
Todd, Commander, will be despatched for the above Port on the 9th instant.

For Freight or Passage, apply to
ADAMSON, BELL & Co.,
Agents.
Hongkong, 2nd August, 1887. [1469

FOR SAN FRANCISCO.

THE A. I. British Bark
"ELIZABETH NICHOLSON,"
will load here and will have quick despatch.

For Freight, apply to
MELCHERS & Co.,
Agents.
Hongkong, 2nd August, 1887. [1466

W. BREWER HAS JUST RECEIVED
Stanfield Hicks' Yachts Boats and Canvas.
The Corinthian Yachtsman.
King's Warships of the World.
Science of Modern Palmistry.
Burton's Arabian Nights, 4 Vols.
Lord Beaconsfield's Letters, 70 cents.
Hazlett's English Proverbs.
Schmudeberg Elements Pharmacology.
Stewart and Gee Electricity & Magnetism.
Burton's Camoens.
Keane's Eastern Geography.
Money's Truth About America.
Guillemin's The Heavens.
Saintsbury's English Prose.
England and Her Colonies issued by London Chamber of Commerce.
Cassell's Complete Guide to Europe.
Cassell's Year Book Treatment.
Lord Brassey's Naval Annual.
Large quantities of Cheap Light Literature.
New Roman Catholic Prayer Books.
W. BREWER, Queen's Road.
UNDER HONGKONG HOTEL. [25

WAR DEPARTMENT CONTRACT.

NOTICE TO BUILDERS.

TENDERS are required for the CONSTRUCTION OF OFFICER'S QUARTERS at Kowloon.

Plans and Specification can be seen and Form of Tender and Bills of Quantities obtained on application to the SURVEYOR, Royal Engineer Offices, Queen's Road, between the hours of 10 A.M. and 5 P.M. daily.

Tenders to be addressed up to 12 O'CLOCK NOON, on MONDAY, the 15th August, to the SENIOR COMMISSARIAT OFFICER, Hongkong, and marked on the outside of the envelope "Tender for Building Officer's Quarters Kowloon."

The Secretary of State for War does not bind himself to accept the lowest or any Tender.
Commissariat & Transport Office,
Queen's Road, Hongkong,
1st August, 1887. [1459

AFONG, PHOTOGRAPHER
Has just added to his COLLECTION of VIEWS some NEW SCENES and Photos. of NATIVE TYPES, copies of which are obtainable in his Studio or at Messrs. KELLY & WALSH'S.

IVORY MINIATURES of Superior Quality and of Excellent and High Finish. PERMANENT ENLARGEMENTS of PHOTOS. and VIEWS and reproductions of the same on Paper, Canvas, or Opal.

INSTANTANEOUS VIEWS, GROUPS and PORTRAITS are taken in any state of the weather, and all Permanent Processes, are executed on Moderate Terms.
STUDIO—ICE HOUSE LANE. [62

C. CURIAMBUX has much pleasure in announcing that he has just opened a FURNITURE AND CURIO STORE at No. 8, Beaconsfield Arcade. Always in Stock a large and varied assortment of HOUSEHOLD FURNITURE, which, for quality and cheapness, cannot be surpassed. All Orders will be promptly executed. [1462

THE CHINA & JAPAN TELEPHONE COMPANY, LIMITED.

CENTRAL EXCHANGE 4, CLUB CHAMBERS.

The above Company's EXCHANGE is NOW OPEN for Telephonic Communication.

Rate of Subscription is $80 per Annum, payable quarterly in advance. Electrical material of all descriptions kept in stock for sale.

ELECTRIC BELLS a speciality.

Houses fitted up and kept in order at most Moderate Prices.

TELEPHONE material supplied on sale or hire.

AGENTS for ELECTRIC LIGHTING, both ARC and INCANDESCENT.

Estimates furnished free.
HAROLD DOWSON,
Agent,
Hongkong.
Hongkong, 29th March, 1887. [631

1887. NOW READY. 1887

## THE CHRONICLE AND DIRECTORY FOR 1887,

With which is incorporated
THE CHINA DIRECTORY.
(TWENTY-FIFTH ANNUAL ISSUE),
COMPLETE, WITH APPENDIX, PLANS, &c., &c.,
Royal 8vo., pp. 1,156......$5.00.
SMALLER EDITION, Ryl. 8vo., pp. 776......$3.00.

THE CHRONICLE AND DIRECTORY has been thoroughly revised and brought up to date, and is again much increased in bulk.

it contains DESCRIPTIVE and STATISTICAL ACCOUNTS of, and DIRECTORIES for

| | |
|---|---|
| HONGKONG— | JAPAN— |
| Do. Ladies' Directory | Nagasaki. |
| Do. Peak Directory | Kobe (Hyogo). |
| Do. Military Forces. | Osaka. |
| Do. Chinese Hongs. | Tokyo. |
| MACAO. | Yokohama. |
| CHINA— | Niigata. |
| Pakhoi. | Hakodate |
| Hoihow. | THE PHILIPPINES— |
| Whampoa. | Manila. |
| Canton. | Cebu. |
| Swatow. | Iloilo. |
| Amoy. | BORNEO— |
| Takao. | Sarawak. |
| Taiwanfoo. | Labuan. |
| Tamsui. | British North Borneo. |
| Kelung. | COCHIN CHINA— |
| Foochow. | Saigon. |
| Wenchow. | Cholon. |
| Ningpo. | Cambodia. |
| Shanghai. | ANNAM— |
| Chinkiang. | Hué. |
| Wuhu. | Tourane. |
| Kiukiang. | Quinhon. |
| Hankow. | TONQUIN— |
| Ichang. | Haiphong. |
| Chungking. | Hanoi. |
| Chefoo. | Namdinh. |
| Taku. | Haiduong, &c. |
| Tientsin. | SIAM— |
| Peking. | Bangkok. |
| Port Arthur. | STRAITS SETTLEMENTS— |
| Newchwang. | Singapore. |
| COREA— | Malacca. |
| Séoul. | Penang. |
| Jenchuan. | MALAY STATES— |
| Fusan. | Johore. |
| Yuensan. | Sungei Ujong. |
| PORT HAMILTON | Selangor. |
| VLADIVOSTOCK. | Perak. |

NAVAL SQUADRONS—

| | |
|---|---|
| British. | French. |
| United States. | German. |
| Japanese. | Chinese Northern. |

SHIPPING—Officers of the Coasting Steamers of

| | |
|---|---|
| P. & O. S. N. Co. | China & Manila S. S. Co. |
| Messag. Maritimes. | Siemssen & Co. |
| Japan M. S. S. Co. | H. C. & M. S. B. Co. |
| Indo-China S. N. Co. | Scottish Oriental S. S. Co. |
| Douglas S. S. Co. | Miscellaneous Coast |
| China Mer. S. N. Co. | Steamers. |

The LIST OF RESIDENTS now contains the names of THIRTEEN THOUSAND AND FIVE HUNDRED FOREIGNERS arranged under one Alphabet in the strictest order, the initials as well as the surnames being alphabetical.

The MAPS and PLANS have been mostly re-engraved in a superior style and brought up to date. They now consist of

FLAGS OF MERCANTILE HOUSES IN CHINA.
CODE OF SIGNALS IN USE AT VICTORIA PEAK.
MAP OF THE FAR EAST.
MAP OF THE ISLAND OF HONGKONG.
PLAN OF THE CITY OF VICTORIA.
PLAN OF MOUNTAIN DISTRICT, VICTORIA.
PLAN OF FOREIGN CONCESSIONS, SHANGHAI.
PLAN OF YOKOHAMA.
PLAN OF MANILA.
PLAN OF SAIGON.
PLAN OF TOWN AND ENVIRONS OF SINGAPORE.
PLAN OF GEORGE TOWN, PENANG.

Among the other contents of the book are—
An Anglo-Chinese Calendar, Mean of Barometer and Thermometer, Rainfall, &c.
A full Chronology of remarkable events since the advent of foreigners to China and Japan.
A description of Chinese Festivals, Fasts, &c., with the days on which they fall.
Comparative Tables of Money, Weights, &c.
New Scale of Hongkong Stamp Duties.
The Hongkong Postal Guide for 1887.
Arrivals and Departures of Mails and Parcel Post to and from London and Hongkong.
Scales of Commissions and Charges adopted by the Chambers of Commerce of Hongkong, Shanghai, Amoy and Newchwang.
Hongkong Chair, Jinricksha, and Boat Hire.

The APPENDIX consists of FOUR HUNDRED PAGES of closely printed matter, to which reference is constantly required by residents and those having commercial or political relations with the Countries embraced within the scope of the CHRONICLE AND DIRECTORY.

The Contents of the Appendix are too numerous to recapitulate in an Advertisement, but include—

TREATIES WITH CHINA—
Great Britain, Nanking, 1842
" Tientsin, 1858
" Chefoo, with Additional Article and all others not abrogated.
France, Tientsin, 1858
" Convention, 1860
" Tientsin, 1885
" Treaty of Commerce, 1886.
United States, Tientsin, 1858
" Additional, 1869
" Peking, 1880
German, Tientsin, 1861
" Peking, 1880
Russia, Japan, Spain, Brazil, and Peru.
TREATIES WITH JAPAN—
Great Britain — Netherlands
United States — Corea
TREATIES WITH COREA
TREATIES WITH SIAM
TREATIES WITH ANNAM
TREATIES WITH CAMBODIA
CUSTOMS TARIFFS
Chinese — Siamese
Japanese — Corean
LEGAL
Orders in Council for Government of H.B.M. Subjects in China and Japan, 1865, 1877, 1878, 1881, 1884, 1886.
Rules of H.B.M. Supreme and other Courts in China and Japan
Tables of Consular Fees
Code of Civil Procedure, Hongkong
Table of Hongkong Court Fees
Admiralty Rules
Foreign Jurisdiction Act
Regulations for the Consular Courts of United States in China
Rules of Court of Consuls at Shanghai
Chinese Passenger Act
TRADE REGULATIONS
China — Siam
Japan — Customs Seizure, China
Customs and Harbour Regulations for the different ports of China, Philippines, Siam, &c.
Pilotage Regulations
HONGKONG
Charter of the Colony
New Rules of Legislative Council
Port Regulations
&c. &c. &c.

Orders may be sent to *Daily Press* Office, where it is published, or to the following Agents:—

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| MACAO | Mr. F. A. da Cruz. |
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| SHANGHAI | Hall & Holtz Co-operative Co. |
| SHANGHAI | Messrs. Kelly & Walsh. |
| NORTHERN & RIVER PORTS | Hall & Holtz Co-operative Co. and Kelly & Walsh, Shanghai. |
| NAGASAKI | Messrs. The C. & J. Trading Co. |
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| YOKOHAMA | Messrs. Kelly & Walsh. |
| MANILA | Messrs. Diaz Puertas & Co. |
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| BRISBANE | Messrs. Gordon & Gotch. |
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| LONDON | Messrs. Street & Co., 30 Cornhill. |
| LONDON | Messrs. Bates, Hendy & Co. |
| LONDON | Mr. W. M. Wills, 151, Cannon St. |
| SAN FRAN'CO | Mr. L. P. Fisher, 21, Merchants' Exchange. |
| NEW YORK | Mr. A. Wind, 21, Park Row. |

*Daily Press* Office, January 1887.


## INTIMATIONS.


A. S. WATSON & Co., LIMITED.

SUMMER REQUISITES.

FRUIT CORDIALS:
LIME JUICE, RASPBERRY, STRAWBERRY, CHERRY, PINE APPLE, DAMSON, ORLEANS PLUM.

MONTSERRAT LIME FRUIT JUICE.
ACIDULATED LIME FRUIT TABLETS.
MAWSON & SWAN'S NEW PATENT
WATER FILTERS.
PRICKLY HEAT LOTION,
BAY RUM. TOILET VINEGAR,
"CARBOLIC" EAU DE COLOGNE.

A. S. WATSON & Co., LTD.
THE HONGKONG DISPENSARY,
Established 1841.
Hongkong, 8th June, 1887. [22


NOTICE TO CORRESPONDENTS.

Communications on Editorial matters should be addressed "The Editor," and those on business "The Manager," and not to individuals by name.

Correspondents are requested to forward their name and address with communications addressed to the Editor, not for publication, but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of the *Daily Press* should be sent before 11 a.m. on the day of publication. After that hour the supply is limited.

TELEPHONE No. 12.

BIRTH.
On the 31st July, the wife of JAS. B. COUGHTRIE, of a daughter. [1458


# The Daily Press.

HONGKONG, AUGUST 2ND, 1887.


THE present postal arrangements in China, held so sacred by our Shanghai friends, do not appear to give unqualified satisfaction at other ports. If the complaints made at Tientsin are well founded there is certainly room for improvement, and a Chinese Postal Service under the supervision of foreign employés could not fail to be welcomed by the residents there. The numerous post offices in Shanghai send on the mails by any steamers that happen to be leaving, without notifying the character of the mail, and sometimes it happens that one mail is distributed over a number of vessels. Thus the *Chinese Times* mentions that the French mail had arrived in three steamers "the last of which delivered letters on Friday afternoon, but our letters did not reach us till Saturday night, and notwithstanding diligent enquiries at all the known postal agencies on Friday, we have been quite unable to discover where and in whose company the missing covers passed their time." This is bad enough, but there is worse to follow. One of the chief arguments used against the abolition of the foreign postal agencies at Shanghai in favour of a Chinese national postal service was that no confidence could be felt that the Chinese Government would respect the inviolability of correspondence passing through its hands. It would seem that at Tientsin, where competition at the present time rages so fiercely and where every man is anxious to know what his neighbour is doing, the existing postal arrangements, or absence of arrangements, afford the most complete facility to the local Paul Pry. "A year or two back," says the *Times*, "it was shrewdly suspected that one if not more *chambres noires*, of a private and volunteer character, existed in the settlement. The very accessible way in which letters received by the steamers were exposed in the agents' offices offered a temptation to Mr. Pry to put out his light fingers and, in case of discovery, to assume the benevolent character of an unpaid letter-carrier. These playful freaks were, it was understood, discouraged by the steamer agents, and loafers were forbidden to overhaul the letters. But the obstruction in the delivery of letters has not ceased. Letters are received sometimes open and sometimes closed several days after their reaching the settlement; and we have been informed of cases where important business letters, heavy with documents, have never been delivered to the addressee at all." That the letters should be tampered with whenever opportunity offers is not surprising if what a correspondent of our Tientsin contemporary says is correct. Referring to the remarks in the preceding issue of the paper this correspondent says:—"I can supplement the odious charge by stating, *as a fact*, that certain people are or were in the habit of bribing house coolies to bring to them the contents of waste paper baskets. Some documents, cast away and discarded, might be entire and untorn, and others might by aid of gum be pieced together, so as to permit the researches of a spy." Such a statement seems incredible, but the correspondent asserts that it is absolutely correct. Such are the depths to which the competition for contracts has reduced the morality of at least some of the foreigners resident at Tientsin. It is not surprising therefore, we say, that correspondence should be tampered with. Another correspondent writes as follows:—"I, myself, though not alone in my misfortune, have been especially unfortunate, as for a long time my letters, which must have been particularly interesting to certain people, were opened and read, and their contents were in some cases turned to account. I have also lost many letters that certainly arrived here, but were never delivered to me. The people of enquiring minds who opened and studied my letters, in some cases, with a generous consideration for which I am thankful, forwarded my documents to me after a careful perusal, but an arbitrary discrimination was used, and many letters which I know had been sent to me have been detained altogether, a course which I resent. But as proof is not to be had, and any gentleman who desires to obtain another person's letters can help himself without let or hindrance from the open and unguarded nests of pigeon holes that are in each steamer agent's office, I have not been able to bring my grievances before the consular tribunals." The remedy suggested by this correspondent is that in all cases, without exception, the steamship agents should send the letters and papers brought by vessels to the Customs' Post, if not addressed to a consulate. In the Customs Post the germ of the Chinese National Post Office already exists, and, if the prejudice of the Shanghai people in favour of their existing multiplicity of offices could be overcome, we cannot help thinking that the convenience of the foreign communities at all the treaty ports would be better served by one single administration under the control of the Chinese Government exercised either through the Chinese Imperial Maritime Customs service or a foreign staff specially appointed.

The British sloop *Mutine*, Captain J. H. Martin, left here yesterday for Shanghai.

We hear from Canton that business in general is very dull owing to the imposition some months since of an additional tax on imports.

We hear that the tender of Tsan Apat for $21,000 for reclaiming the foreshore and preparing for the construction of the New Western Market, has been accepted.

The man from the French cruiser *Parseval* who was removed to Stonecutter's Island suffering from cholera having recovered was taken on board yesterday morning and the vessel was to put to sea in the evening.

To-day is the fête of Lu Pan, the god of carpenters and masons, and will be observed as a general holiday by the craft. The festivities commenced yesterday with the inevitable procession, which will be repeated to-day.

The British corvette *Sapphire* arrived at Yokohama on the 23rd July from Hakodate for the purpose of changing commanders. After the change was effected she was to leave again for the North, about the 27th July.

Colonel Palmer, R.E., according to the Japanese native papers, commenced his survey for the new water scheme for Kobe on the 15th July. It is proposed to bring the supply from the Nunobiki waterfall in Fukiaimura, Ebaragun, of Setsu.

Liu Jung-fu, the Black Flag leader, has, we learn from Chinese sources, been appointed to another post, but whether he will proceed there or not remains to be seen. He has been named Vice-Admiral of Kit Shek, in the Chau-chau-fu district, Kwang-tung.

When the Chinese procession which took place yesterday had reached Lap Sap Wan three ponies belonging to Kennedy's stables, who had been hired to take part, suddenly "made tracks" for home. Beyond a little disorder and consternation at the unlooked for occurrence no serious consequences resulted.

The British barque *Lady Harewood*, Captain Williams, which grounded on the Saratoga Spit, near Yokohama, on the 17th July, got off at 4.45 p.m. on the 19th, after being relieved of three lighter loads of cargo, and was successfully brought to an anchor in port later in the evening without sustaining any damage.

The masters of the *Pasig* and the *Wah-yeung* were yesterday charged before Mr. Mackean with violating Ordinance 8 of 1873 in the transhipping of kerosine in a manner forbidden by the Ordinance. They were bound over in their own recognisances in the sum of $500 each not to offend in a similar manner for a period of twelve months.

A Madrid paper of the 10th June says that by the mail leaving the following Wednesday instructions were to be sent out to the Governor-General of the Philippines with reference to the currency crisis. Amongst the means recommended for overcoming the difficulty of the present position is the coinage of dollars in large quantities, and it is intended that the Manila mint shall turn out not less than $24,000 a day.

A decree has been issued by the Spanish Government directing that the privileges accorded to the United States by the agreement of the 27th October last with reference to tonnage and import dues in the ports of the Spanish Antilles are to be extended to all nations entitled by their treaties to the benefits of the most favoured nation clause. These countries are Germany, Austria, Belgium, France, England, Italy, Sweden, Norway, and Venezuela.

The *Japan Mail* says:—Taking advantage of the interval of four months that will intervene before the Conference on Treaty Revision resumes its sittings, the Honourable Sir Francis Plunkett purposes, we learn, to proceed to England on brief leave of absence. Sir Francis will sail in the *Batavia* on the 31st July, and will be accompanied by Lady Plunkett and the Misses Plunkett. It is unlikely that Lady Plunkett or her daughters will revisit Japan, but the return of Sir Francis before December 1st, when the Conference meets again, may be confidently looked for.

The electric light has been introduced at Manila along the river Pasig from its mouth to the Magallanes wharf. The *Comercio* says the general opinion is that the system is unsatisfactory as the lamps do not throw the light far enough, the centre of the river being in places left in darkness as great as before. It had been thought that with the electric light on the river not only would work on the new harbour be facilitated but also navigation, but the latter will receive little aid from the new illuminant, which as before remarked, does not fulfil the expectations which had been formed of it.

The passengers by the 5.10 launch to Kowloon yesterday afternoon got a little amusement out of a collision which occurred as the launch was approaching the Tsim-tsa-tsui wharf. A gig belonging to the Commissariat department was lying end on off the wharf and did nothing to get out of the way. When the steersman of the launch had realised that the *gig* did not intend to move it was too late to avoid a collision, but nearly all the speed was off the launch and the contact was of the gentlest description, the gig showing not the slightest sign of it afterwards. Two of her crew, however, with panic, incontinently jumped overboard and floundered to the steps. Their action caused a good deal of laughter, in which the men themselves joined, affecting to treat the whole matter as a joke.

The *Straits Times* says:—An animated scene enlivened the Borneo Wharf, Singapore, on the 23rd July as the *Nijni Novgorod*, of the Russian Volunteer Fleet, steamed out of the harbour. The French transport *Comorin*, with nearly a thousand troops on board for Tonquin, was lying at the Borneo Wharf when the *Nijni Novgorod* passed her. The ensigns of both ships were dipped and the enthusiasm of the Frenchmen knew no bounds; the Russian National Anthem was struck up on board the *Comorin*, but the vociferous cheering of the men somewhat smothered it; the bridge of the French steamer was occupied in force by the drummers and buglers of the regiment, who saluted the passing Russian in true French military style. The men of the *Nijni Novgorod* were sent up into the rigging of their steamer and responded heartily to the cheers of the French. Altogether it formed a very picturesque incident, and was a pleasing illustration of the *entente cordiale* which exists between our French and Russian friends.

Curious natural phenomena (says the *Japan Mail*) frequently lead the superstitious to attribute them to anything but natural causes. This has just been illustrated on Lake Biwa, where pillars of cloud were said to have been seen rising from the lake near the Temple of the Marine Dragon, and these were taken by superstitious people to be the image of Otohime, the Princess who inhabits the fabulous Marine Palace. A correspondent of the *Chiugai Dempo*, however, soon demonstrated that the phenomenon was nothing more than an optical illusion. "Hearing," he writes, "that the phenomenon was only visible from the tea garden near the temple, and then only between one and two o'clock in the afternoon, I took care to be on the spot mentioned in due time. I found it to be quite true that the clouds could not be observed from the lake, for the appearance which excited such great interest was caused by the sun's rays being reflected from the glass of a street lamp through the window curtain of the Hoshimoto police station. Viewed from the garden, the shade thus thrown upon the lake resembled a pillar of cloud rising from the water."

Says the *Straits Times*:—A correspondent in Perak informs us that there has been a serious outbreak of cholera at Teluk Anson, no fewer than twenty-nine deaths having occurred from that dread disease within a short period. The victims were either Chinese or Malays. The cause of the outbreak is thought to be the want of good water, the people being compelled to use the river water for drinking and cooking, although, as is well known, the Perak river is lined above Teluk Anson with villages, the inhabitants of which use it for disposing of all their filth and refuse. The remedy for this state of matters would be to form water supply works for Teluk Anson, such as they have at Thaipeng. The Perak Government can well afford to do this, considering the large population there is at Teluk Anson and the handsome surplus in the hands of Government. The money could not be applied to a better purpose.

The *Gazette* translates the following from a Japanese vernacular paper:—The port of Yokkaichi, in Seishu, as everybody is well aware, is an important seaport in Japan both in point of trade and location, so Mr. Iwamura, late Governor of the place, had in contemplation the construction of a harbour which would enable large vessels to come to the shore direct. Owing to the great expenses, however, the scheme has not yet been carried into effect. The leading merchants of the locality, feeling the great necessity for a harbour, as railways are steadily being extended to the port, are holding meetings for the purpose of collecting sufficient funds. It is stated that Governor Ishii is also greatly interested in the matter, and by his efforts, plans for the work and the necessary survey have been completed. Mr. Ishii arrived in the capital a few days ago, in order to apply to the Government for the necessary permission to commence the work.

The *Jiji Shimpo* finds cause for complaint in the tardy progress of the movement which has for its object the improvement of the Japanese stage. Our contemporary recalls that a short time ago public opinion was ripe for a change. A number of leading men in the capital organized a society with objects aiming at theatrical reform, and it was believed that the work would be at once begun, particularly as it was understood that want of funds would be no obstacle in its way. It was even reported that the aid of the authorities had been enlisted in the scheme. After all this enthusiasm, the *Jiji* regrets to hear so little of the society. The Japan of to-day can, it is true, spare little to spend on luxuries, but there are duties that she owes to herself in connection with her intercourse with other nations, which call for expenditure in some directions that might otherwise be condemned. As time wears on, it is natural to suppose that the number of foreign visitors to this country will increase. It is to the theatre that these persons will go for amusement, and possibly instruction in the ways of the people, and it is all important that the portion of the national aspect which is thus presented to strangers should be creditable and calculated to awaken a favourable impression. Not long ago several distinguished foreigners who visited the Shintomiza theatre were—being rather tall—seriously inconvenienced by the lowness of the ceiling.

The *Choya Shimbun* reads to all whom it may concern a lecture on the necessity of carefully distinguishing in international questions, between utilising the power of an ally for the furtherance of the ends of the State invoking such assistance, and relying helplessly on the resources and aid of another. A Chinese work on politics lays it down as an axiom that a State should, according to circumstances, enter into alliance with, and avail itself of the power of, other States when such a course is necessary to accomplish its own objects. In peace, as well as in war, this artifice, as it is described, is frequently resorted to. If examples were wanting of its successful employment one has only to turn to the records of Western diplomacy, where its most scientific and astute application may also be observed. A great statesman will thus be seen to use others for the advantage of his own country, just as a mechanic will employ an engine or piece of machinery to do his work. But, our contemporary goes on to point out, the handling of such an instrument as this must be performed with great care, not to say skill, in order to avoid such a contingency as the workman becoming reliant upon, or subservient to, the tool which he would apply to his own uses. Specially near-sighted is the policy which employs such extraneous aid for the settlement of questions concerning the domestic affairs of a country. Of this, recent affairs in Korea afford a most forcible illustration. Has reliance upon Japan or China tended to promote the welfare of the peninsula? Have any good results followed the interference of China to allay internal discord? Here there was not employment of foreign aid, but actual reliance upon it; and here, as might have been expected, reliance has been followed by almost complete subjection to the external influence. While the artifice may, as first set out, be profitably employed, there must at the same time be careful and assiduous fostering of national power and resources. No statesman, however able, can employ with success extraneous aid, unless his own country be strong and growing in strength;—a proposition which is specially applicable to the case of Korea. The *Choya*, in conclusion, contends that political parties may and should be in accord on questions of foreign policy; and, pointing to the unhappy state of Japan's peninsular neighbour, urges the leading men of Japan to take to heart the lesson which is taught by her example.—*Japan Mail.*

## *THE HONGKONG, CANTON, AND MACAO STEAMBOAT COMPANY, LIMITED.*

The ordinary half-yearly meeting of shareholders of the above Company was held yesterday afternoon at the Company's offices for the purpose of receiving the Directors' report and statement of accounts and of electing directors and auditors. The following gentlemen were present:—Hon. P. Ryrie (Chairman), Hon. J. Bell-Irving, Messrs. F. A. Gomes, and E. R. Belilios (Directors); Messrs. A. S. Cohen, J. F. C. da Roza, J. M. Armstrong, D. McCulloch, A. E. Vaucher, J. B. Elias, F. A. Gomes, J. H. Cox, E. H. Joseph, J. A. Carvalho, C. A. Corrio, J. B. Gomes, Junr., H. M. H. Esmail, and F. Henderson (Secretary).

The SECRETARY having read the notice convening the meeting,

The CHAIRMAN said—Gentlemen, you have just heard from the notice read the nature of the business we have met to transact. With regard to the report and the statement of accounts you have had them before you some time, and I think there is no necessity for my reading them over. I can only say that, as you have no doubt seen by the report, the Company is going on very well indeed. We are earning good profits and we are going to pay, this time, a larger dividend on the capital than on former occasions. I sincerely hope that that dividend will be kept up, I may say, in fact, that I almost feel confident that it will. You will see from the report how the profits are to be divided and it is a very satisfactory feature to find that we are able to put by $20,000 to the credit of the Depreciation and Insurance Fund and $10,000 to the Equalisation of Dividend Fund. The Company's steamers, as you see, are going well. Our new steamer *Fatshan* has proved herself to be a most valuable acquisition to the number of the Company's steamers. She is, so far as we can judge, one that we can look to with confidence to give every satisfaction. She was a cheap steamer and I think the Company has got full value for its money. The fleet is now in a most efficient condition, and it will be the care of the directors to keep it so. Since we last met the Company has suffered a heavy loss of one of its oldest and most valued servants in the person of Captain Thomas Benning. He was a man who possessed a most amiable temper, and took every opportunity to forward the interests of the Company in his attention to passengers and shippers of cargo; and we cannot do better than record this testimony of the Company to his worth and his high standing as a commander of steamers. Since we last met Mr. Elias has resigned his position on the board of directors and we have provisionally elected Mr. Belilios to fill his place. I shall propose that this meeting confirm that election. He has been for many years largely interested in the Company and we have every reason to be pleased that he is willing to accept the position of director, and I need not, I am certain, assure him how pleased we are to see him back here. Before proposing that his election be confirmed, I have to propose that the report and statement of accounts be adopted.

Mr. A. E. VAUCHER seconded the proposition, which was carried unanimously.

The CHAIRMAN—I propose that this meeting do now confirm the election of Mr. Belilios as one of our directors.

Mr. J. A. CARVALHO seconded.

The resolution was carried *nem. con.*

Mr. A. S. COHEN—I beg to propose to the meeting that Hon. P. Ryrie and Mr. F. A. Gomes be re-elected on the Board of Directors.

Mr. J. H. COX seconded the resolution, which was carried *nem. con.*

Hon. J. BELL-IRVING—I beg to propose that Messrs. L. Hauschild and A. O'D. Gourdin be re-elected as auditors.

Mr. MCCULLOCH seconded.

Carried *nem. con.*

The CHAIRMAN—I do not think there is any other business to be brought before the meeting. I may mention that the dividend warrants will be ready to-morrow and I think the meeting is now closed unless any shareholder has any remark to make.

There being no questions asked by any shareholder present,

Mr. A. S. COHEN said—I beg to propose a vote of thanks to the Chairman, Directors, and Secretary for the very good report presented to the meeting.

Mr. CARVALHO having seconded, the resolution was carried by acclamation, and the meeting then dispersed.

## *OSAKA.*

The Osaka Railway Company has completed the survey of the proposed route of its line from Mikura-atomachi, South district, Osaka, to Sakurai, Yamato, and the preparation of the plans is expected to be finished shortly. Mr. Okazaki, Director of the Company, accompanied by Messrs. Nojiri and Miyajima, engineers, and Yamasho, one of the promoters, left on the 18th July for Iga in order to examine the route from Sakurai to Yokkaichi.

## *TOKYO.*

It is stated by the native papers that the mother of the American Minister, who is now staying in Nikko on account of ill health, is in a precarious condition.

The approaching departure of Mr. Y. Hijikata, Assistant Professor of English Law in the Imperial University, for England, is announced. Mr. Hijikata goes to London to enjoy the advantages of attendance at the law courts there. His duties will meanwhile be taken up by Mr. S. Uyemura, a graduate of the Law College, who has been completing his studies during the past year at the University Hall.

Mr. Endo, a German architect whose services have been engaged by the Construction Bureau, arrived in Japan in May last, in connection with the construction of National Assembly buildings, and left for home on 20th July. Count Inouye and Viscount Mishima, respectively President and Vice-President of the Bureau, and a number of officials attended him to the Shimbashi Station. It is stated that Mr. Endo has promised to send suitable architects to Japan on his return home.

Mr. M. Inomata, who has been for many years librarian of the Imperial College of Engineering, is about to start for the United States, to make an inspection of the working of libraries there. He will probably be absent for about a year, and will devote his attention chiefly to an examination of the old-established libraries of New England. On his return, the experience he has gained will be turned to advantage in the coalescing and re-arrangement of the libraries of the old Tokyo University and the College of Engineering, which now constitute the library of the Imperial University.

We observe with great satisfaction that a society has been formed in Tôkyô for the preservation of the temples at Ueno and Shiba. Some time ago we had occasion to refer to the sad neglect from which these incomparable monuments of Japanese art and refinement are suffering. Often, indeed, has their condition excited feelings of the liveliest regret in the breasts of foreign visitors, whose unanimous verdict is that no finer specimens of decorative art exist in any part of the world. It was understood that, in the case of the Shiba temples, the Government would willingly have charged itself with their preservation had the Tokugawa family agreed to such a course. A similar obstacle stood in the way of private subscriptions. Apparently, however, any scruples in respect of the latter course have been overcome. An association called the *Shu-ongi-kai* has been formed in Tôkyô for the sole purpose of effecting necessary restorations at these temples, and keeping them henceforth in repair. The President is Count Kutsu Awa, and the Vice-President Viscount T. Yamacka. His Majesty the Emperor has subscribed 15,000 *yen* out of his private purse to the funds of the Associations, an act the significance of which we need scarcely point out.

The *Kizai Zasshi*, writing on speculative mania, says:—The railway speculation fever was at its height not long ago, but now it seems to have subsided. Railway stocks, at any rate, have very considerably fallen in price. For instance, Ryo-mo Railway stock at one time commanded a premium of about 50 *yen* per share; now the figure has fallen below 20 *yen*. Mito Railway shares were at a premium of about 40 *yen*, but within a few days past they have gone down to about 10 *yen*. The railway mania has, however, been succeeded by the mining fever. Our contemporary refers to the recent disturbance at the Ozaruzawa Mine, which it attributes to speculative influence, and remarks that none but the clumsier adventurers permit any indication of their doings to reach the public eye through the newspapers. The *Keizai Zasshi* supposes the next mania will be the building of brick houses in the capital, but thinks that the capitalists of this country might well note the developments that are taking place in the West in the application of electricity to useful work. It strongly recommends electricians in Japan to enquire whether the currents of the rivers of the empire cannot be utilized with the object of applying this power to purposes of industry, manufacture, &c.

The opening ceremony of the Karoiso-Koriyama line of the Japan Railway Company took place on 16th July in the building specially erected for that purpose in the enclosure of the Koriyama station. Count Yoshii, Vice-Minister of State for the Imperial Household, Baron Takasaki, Vice-Grand Master of the Board of Ceremonies; Senator Hayashi Tomoyuki, Viscount Inouye, Director of the Railway Bureau, Messrs. Yoshida, Secretary of the Finance Department, Kabayama, Prefect of Tochigi, Katayama, Secretary of the Fukushima Local Government Office; Yoshida, Chief Police Inspector of Fukushima, and Tanaka, headman of the rural district of Atsumigori, Fukushima Prefecture; and a number of private gentlemen were present. After the ceremony the visitors were entertained by Mr. Narahara, President, and the officials of the Japan Railway Company. The length of the line just completed is about thirty-six miles; and the region traversed is nearly level from Utsunomiya as far as Kuroiwa, though there is a little elevation towards the latter. From Kuroiwa, the country gradually becomes hilly towards Shirakawa. Koriyama is one of the important towns in Fukushima-ken and near, to the North, there is Nihommatsu and to the South, Shirakawa, while Miharu, Taira, &c., are to the East and Aizu to the West. Travellers from Tokyo to Fukushima can arrive there at 5 p.m. by starting from the Ueno Station by the first train.—*Japan Mail.*

## *YOKOHAMA.*

Miss Hoshi Yoshine and Nasu Sei, students of the Nurses School belonging to the Tokyo Charity Hospital, are to leave for England in the *Volga*, with the object of studying as nurses in St. James Hospital in London.

The opening of the Yokohama-Kodzu Railway has already had the effect of driving many of the carriages and jinrickshas off the road, and many of the jinricksha-men have gone to Tokyo to seek their livelihood there. The receipts of the new line, according to native papers, amount to about 300 *yen* a day from passengers and a considerable amount from freight.

The maxim that "honesty is the best policy" seems to be fully believed in by some at least of the jinricksha coolies of Yokohama. A few days ago a foreign resident of Yokohama lost two $20 gold pieces from his pocket. The gentleman had during the day made use of a jinricksha, though it had not conveyed him home, and after he discovered his loss he called in at the Central Police Station to acquaint the police of his loss, when he was surprised to find that the lost coins had already been deposited with the police by the coolie whose 'ricksha he had used and who had found them under the cushion of his vehicle when he went to dust it. The coolie was suitably rewarded for his unhesitating honesty.—*Gazette.*

Some European ladies passing through Constantinople paid a visit to a certain high Turkish functionary. The host offered them refreshments, including a great variety of sweetmeats, always taking care to give one of the ladies double the quantity he gave the others. Flattered by this marked attention, she put the question, through the interpreter: "Why do you serve me more liberally than the rest?" "Because you have a larger mouth," was the straightforward reply.

## LATE TELEGRAMS.

The following telegrams are taken from Indian papers:—

THE INQUIRY INTO LOSS OF "TASMANIA" SUSPENDED.

LONDON, 11th July.

Mr. Beasley, one of the assessors in the inquiry into the loss of the *Tasmania*, is dead. Mr. Commissioner Rothery accordingly directed that the enquiry should be stopped, as under the Act it could not be proceeded with unless the Board of Trade withdrew the charge against the second officer, which the Board declined to do.

A NEW PEER.

LONDON, 11th July.

Earl Percy is elevated to the Peerage.

THE INDIAN CAVALRY OFFICERS AT WINDSOR.

LONDON, 11th July.

The Indian Cavalry Officers had a farewell audience of the Queen to-day at Windsor Castle.

THE QUEEN AND THE PREMIER.

LONDON, 13th July.

Her Majesty the Queen intends to be present at a garden party given by Lord Salisbury at Hatfield to-day.

THE GOVERNOR AND COLONIAL SECRETARY OF MAURITIUS.

LONDON, 14th July.

Sir John Pope Hennessy has been reinstated as Governor of Mauritius. Mr. Clifford Lloyd will receive an appointment elsewhere.

THE INDIAN TEAM AT WIMBLEDON.

LONDON, 15th July.

The scores made by the Indian team at Wimbledon in the first start for the Queen's prize were not good enough to allow them to compete in the final starts.

LONDON, 17th July.

The following are the highest scores made by the Indian Team at Wimbledon in the competition for the St. George's Vase:—Major Brown, 32; Sergeant Mahar, 30.

RETIREMENT OF COLONELS.

LONDON, 17th July.

The *Gazette* notifies the retirement of 58 colonels in conformity with Mr. Childers' Scheme.

MERITED HONOUR.

It is said that Sir Frederick Roberts will shortly be raised to the Peerage.

M. FLOQUET'S RESIGNATION NOT ACCEPTED.

PARIS, 11th July.

The Chamber of Deputies refused to accept M. Floquet's resignation.

PRINCE FERDINAND AND THE BULGARIANS.

LONDON, 15th July.

A deputation of Bulgarians started for Ebenthal personally to announce to Prince Ferdinand his election as Prince of Bulgaria.

CONSTANTINOPLE, 13th July.

The Porte has sent a circular note to the Powers relating to the circumstance of the election of Prince Ferdinand by the Grand Sobranje, as Prince of Bulgaria, and asking their advice with reference thereto.

EBENTHAL, 15th July.

The Prince Ferdinand, replying to the Bulgarian deputation, assured them he was much gratified by the honour done him in electing him as their prince, and that he was anxious to hasten to Bulgaria, but it was necessary in respect of existing treaties. (?) However, he hoped to merit the confidence of the Porte and regain the sympathies of Russia.

THE CRETAN DIFFICULTY.

CONSTANTINOPLE, 13th July.

The Christian inhabitants of Crete have withdrawn their refusal to pay taxes to the Turkish Government, and have appealed to the generosity of the Sultan to redress their grievances.

THE ANGLO-TURKISH CONVENTION.

LONDON, 15th July.

In the House of Commons this evening Sir Jas. Fergusson, replying to a question, said the Anglo-Turkish Convention was not ratified and that Sir Henry Drummond Wolff would leave Constantinople to-night; the mission was closed, and the papers in connection with the subject would be presented to the House to-morrow, or on Monday. He then went on to say that England was not to blame in the matter, so that excessive importance should not be attached to the Convention, which nevertheless was founded on an honest desire to fulfil international obligations and make a concession to certain Powers. England, he declared, was not in any way humiliated by the delay that had occurred; she had her duty to do whether the Convention be ratified or not ratified.

RESIGNATION OF THE BRITISH POLITICAL AGENT AT ZANZIBAR.

ZANZIBAR, 15th July.

Sir John Kirk has resigned and retired from the service on account of ill-health.

THE BRITISH GOVERNMENT AND THE TRADE OF BURMAH.

LONDON, 17th July.

In the House of Commons yesterday Sir J. Gorst, replying to a question, said the general policy of Government in dealing with trade in Burmah was to abolish the monopolies.

## *JOTTINGS FROM BURMAH.*

THE PAST AND THE PRESENT.

Things in this country are still, of course, in the transition state, and must so continue for some considerable time yet. The new Burmah, Burmah as it is to be, with its fertile soil producing all that bounteous Nature, who has been marvellously kind to this land, intended it to produce; with its mines giving up their precious stones, and their wealth of minerals; and with that noble river, the Irrawaddy, bearing the commerce of two Empires through our ports to the sea—this is as yet only one of the dreams which men dream, and which time and good fortune alone can turn into reality. The old Burmah, as represented by its King and court and courtiers, by the barbaric splendour of the palace at Mandalay, and by all "the pride, pomp and circumstance," with which the Kings of this, one of the most ceremonial countries in the world, loved to surround themselves, has already disappeared as though it had never been. Theebaw's father must be considered as the last King of Burmah who lived according to the custom of what are popularly styled the "good old times," for he had fifty-three lawful Queens, besides an unlimited number of handmaidens, and (says Mr. J. G. Scott) by the recognized wives he had one hundred and ten children, forty-eight sons and sixty-two daughters. *The children of the handmaidens* were not counted, as, in the event of a disputed succession, it was not worth anybody's while to kill them—which may be accounted a fortunate circumstance for the children of the handmaidens. But an account I have lately come across of the King and court of Burmah in the early years of this century may be interesting as showing the striking contrast between then and now, and the difficulties with which one of our countrymen had to contend in his endeavours to do a little trade at the old capital of the kingdom.

In the year 1822, it occurred to a Mr. Henry Gouger, described as a silk planter in Bengal, that a trip to Burmah would be beneficial to his health, and that he might at one and the same time see a new country, and try and do a good stroke of business. At this time there were already three or four English merchants established at Rangoon, but Mr. Gouger was by no means satisfied to join with these. He determined to push up the great and mysterious river which he spells "Irawaddi," to reside at the capital itself, and to see whether the King and his wives, his nobles and courtiers, would not like to do a deal at first hand for the gaudy Manchester wares which formed the wily merchant's chief stock-in-trade. After undergoing many difficulties, and having to grease many an itching palm, he got safely up to Amerapoora, the capital, where he was well received by the King and where he soon sold goods to the value of £8,000, which was paid him in good gold and silver, which, however, he was told he could not be allowed to take out of Burmah, it being against the law of the land! Of the King's treasury he gives the following curious account:—His Majesty took him one morning to the royal treasury, where he saw, arranged by hundreds in the open air, logs of pure silver. "'Your Majesty,' said I, 'must have honest subjects; in my country they would be stolen.' 'They are too heavy,' he rejoined, 'they cannot be lifted. Each piece weighs a hundred viss.' 'My countrymen are very strong,' I replied, 'they would walk away with them on their shoulders. I could almost do it myself, your Majesty.' 'Try,' said the King, 'if you can lift one, I will give it you.' The calculation ran through my head in an instant. Three hundred and sixty-five pounds avoirdupois of pure silver, it was worth trying for at all events. I stepped forward. O, for the muscles of Hercules! I was young, and not deficient in strength. Up went one foot of the log in an instant, and, I believe, his Majesty of the Golden Foot was for an instant terrified lest I should run away with it. Had there been a handle, I should certainly have accomplished the feat of lifting it. But the sharp edge of the block cut my hands like a knife, and I was obliged to give it up amid the bantering laughter of the King and his courtiers." It must be owned that to be just not able to lift up this prize was rather disappointing, but, as Mr. Gouger was soon after arrested as a spy by the fickle monarch, stripped of all his wealth, and cast into a loathsome dungeon where he remained for two years, it did not so very much matter after all.

There was at the court an Englishman named Rodgers, who having committed some offence against English laws, had fled to Amerapoora, where he was made welcome, adopted Burmese costume and ways, and was employed by the King in various positions of trust, one of which was to put down the dacoits who infested the Irrawaddy. Mr. Rodgers' method with those gentry was so peculiar that it deserves to be given. "There was a time, he (Rodgers) told me, when the Irrawaddy was so infested by gand robbers, throughout its course from Amerapoora to Rangoon, that the native trade was entirely stopped, and the capital suffered from the want of its usual supply of grain from the low countries. The governors of some districts declared their inability to put down these daring bands, whose atrocities became the terror even of populous towns, when the King, having great faith in the bold charater of his English subject, constituted him Admiral of the river with unlimited powers. 'I picked out,' said the old gentleman, 'a little army of the bravest men I could find, and let them loose upon the robbers wherever we came upon them, and, as the inhabitants were inclined to help me with information, I was pretty successful. We gave no quarter, those who were taken alive we tied up to trees, and we used to paint a bull's-eye on their bodies, for my men to fire at to improve their practice.'" It is much to be feared from this little story that old Mr. Rodgers, besides adopting the Burmese costume, had also imbibed their barbarous methods of making war, and it was just as well for him that there was no *Times'* correspondent in those days to put him in pillory.

I will only give one more extract from Mr. Gouger's book, and it relates to the singular method adopted by the King to mark his displeasure when one of his courtiers vexed him at Durbar. "I was once present at a full Durbar," he says, "when all the great officers of government, then at the capital, were assembled. The King was seated in his gilded chair, to all appearance in his usual good temper, when something was said by one present that irritated him. His Majesty rose quickly from his chair, and disappeared through a door opening into a private apartment behind the throne. The council looked all aghast, not knowing what to think of it, but, when he re-appeared, armed with a long spear, the panic was universal. *Sauve qui peut.* We made a simultaneous rush to the wide flight of steps leading to the palace yard, like a herd of deer before a savage tiger. Down the steps we went pell-mell, tumbling over each other in our haste to escape, without respect to rank or station. His Majesty made a furious rush at us, chased the flying crowd to the head of the flight of stairs, then, quite forgetting in his frenzy who was the delinquent, launched his spear in the midst of us at a venture. It passed my cheek, and struck in the shoulder of an unfortunate man just in front of me, without doing him any very serious injury." It must be owned that a haphazard method of correction like this was rather demoralizing, and probably led "old Mr. Rodgers" to think that, when he caught dacoits, and tied them up to trees with bull's-eyes painted on their bodies to improve the musketry practice of his men, he was merely falling in with the prevailing sentiment of the country. The author of the book himself, Mr. Gouger, was kept two years in a horrible prison, being only released after the first Burmese War of 1825. He did not publish his autobiography, which is called "Personal Narrative of Two Years' Imprisonment in Burmah; by Henry Gouger, with Illustrations, Murray," until 1864, and it must be a very interesting work. I say "must be," because I have not read the book itself, but only a very favourable review of it, published the same year.

The Burmah of to-day has nothing in common with these wild old times, which, though they really ended only yesterday as it were, seem already a hundred years off. Mr. Crosthwaite, the new Chief Commissioner, who is the right man in the right place, being strong, firm and conciliatory, put this matter very plainly in a speech he made the other day in Durbar at Toungoo. "Many natives of Burmah," he said, "may feel a natural regret that the old order of things has passed away. But it must be remembered that what has happened is irrevocable, and that any attempts at disturbance will bring down disaster on the heads of those who cause it." The Chief Commissioner also significantly remarked:—"If the Government has had to summon troops and foreign police into the country, it is solely because the people of the country have not assisted it. It would be most desirable if the Government could do without the aid of natives of India in the police, but that will not be possible until the Burmans show themselves able to assist efficiently the Government which protects them." The Chief Commissioner highly praised the conduct of the troops during the late campaign. No army had behaved better. Property had been respected, and those only had been killed who had fought against us. Mr. Crosthwaite also spoke very handsomely to the native officers who were present at the Durbar, and thanked them as the representatives of the native army for the courage and endurance it had shown, and the success with which it had executed a task in which little glory is to be obtained, whilst hardship of every kind is to be endured.

These remarks of the Chief Commissioner are both generous and just. The native army has, indeed, come well out of this Burmah business, and has quietly and patiently endured hardship and toil, monotonous and wearing, and too seldom enlivened by fighting. And fighting it is of a very difficult kind. Take the latest affair in which poor Lieutenant Darrah was killed while gallantly charging a stockade. There were three sets of stockades on a very steep hill held by some 250 dacoits. These stockades were taken by successive rushes of a party of the 5th Bengal Light Infantry, the dacoits firing volleys and then retreating. When the last stockade was taken, the casualties on our side were:—Lieutenant Darrah, killed; Lieutenant Cuppage, wounded; one sepoy killed and four wounded; loss on the dacoit side unknown. Poor Captain Rendle, of the Madras Army, was killed while charging out to repel a night attack, and the Madrassee jemedar and the sepoys who were with him fought splendidly after his death. So much bravery displayed, so many good men killed—one will be heartily glad when it is all over and the country fairly settled.—X. X. X., in the *Times of India.*

## *OLLA PODRIDA.*

Can the red man be civilized? An affirmative answer to this question seems to be given in an article entitled "Metlakahtla," by Z. L. White, which will be published in the July number of *The American Magazine.* A tribe of brutal savages, the worst Indians on the Pacific Coast, has been transformed, according to this account, into an orderly industrious and thrifty community. The progress made in educating the negroes of the South will be set forth by Rev. S. W. Culver, President of Bishop College, Texas, who describe the methods of instruction and the measure of success attained.

The French are trying a plausible scheme for rapidly spreading civilization throughout their great domains in Senegambia. They argue that the quickest way to subdue the country will be to educate the children of the chiefs. These children will some day be persons of much influence, and the French argue that if they can train their minds and imbue them with right notions of progress in their youth, they will, in the future, be splendid missionaries of civilization. They have, therefore, established schools in the most important towns from the ocean for a distance of 600 or 700 miles inland, in which the children of the chiefs are receiving instruction at the expense of the French Government. Colonel Gallieni, who has organized these schools, says he thinks they will prove the most powerful means of extending French influence.

Loyalty is a great thing. It is rather a rare thing to find loyalty to two different interests in one man, but a friend of mine has just met with a very peculiar case worth recording. They are very business-like in Europe, and very exact in their methods. My friend was in Vienna. He had taken from here a letter of credit on one of the best-known banks, and he wanted to draw on it. So he sought the agency of the bank in Vienna. He walked into an office which had a big barricade in front of a long desk and two small holes cut for the convenience of customers. He walked up to the first of them. A man came up. He handed the letter of credit to him. The man looked at it and said, very gruffly: "Next window." My friend went to the next window, a man came up, took his letter of credit, looked at it, smiled pleasantly and said: "That's all right. How much do you wish to draw, sir?" It was the same man.

Barry Sullivan is a very haughty and dignified artist. He has been credited with a belief that there is nothing in a play but the star part, and he has frequently got impatient at what he has believed to be impertinence on the part of the small fry of actors. Still his dignity has not prevented him from playing in some very small towns and under very undignified conditions. One place he visited the theatre was a hall over a market. The floor of the stage and the ceiling of the market were not very widely separated, and on a Saturday night when they played "Hamlet," the grave-digger had to double himself up and sit on the joists. When Hamlet came on, the scene went something like this: "Whose grave is that, sirrah?" "Yes, ma'am; two pounds, did you say? Certainly, ma'am." "Mine, sir!" "Too much bone, ma'am? We can't help that, ma'am." "I think it be thine indeed, for thou liest in it." "Smell, ma'am. Why no. That's impossible." "You lie out on't, sir, and therefore it is not yours ——" "No, no, ma'am. I wouldn't sell bad meat. The inspector, ma'am——" And so all through the scene. Barry Sullivan had forgotten about the market, and he turned to Horatio: "——that fellow's impertinence. He is a ventriloquist and he is making a fool of me. I'll have him discharged."

A curious story is told by a correspondent of the *American Register* in regard to the magnificent tiara presented to Pius IX. by ex-Queen Isabella on the occasion of the promulgation of the Immaculate Conception. It appears that the Catholic monarchs had neglected to furnish a chalice to match the tiara, so his Holiness, who was of an inventive turn of mind, remembered that in the previous year the Sultan Abdul Medjih had sent to him as a present an Oriental saddle, the cloth and leather portions of which, with the exception of the seat, were studded with precious stones—mostly diamonds. Now, the highest expression of the Turkish Emperor's appreciation of a person, whether an embassador or the embassador's master, is a horse or a saddle. But "the turbaned Turk," who doubtless had seen old pictures and engravings representing the "head of the Church" in procession on horseback, did not know that since Clement XIV. (who became Pope in 1769) was thrown from his horse in the Roman Forum, the Pontiffs have ceased equestrian performances. The Sultan's saddle then had no practical or possible destination beyond being hung up on a peg within a glass case, so Pius IX. ordered the precious stones to be picked out, so that they might become the decorations of a chalice, which should equal in beauty, brilliancy and costliness the tiara presented by the ex-Queen Isabella. Thus the Vatican jeweller built up a vessel which was enamelled over with the deepest blue. On this deep-blue enamel the diamonds were grouped in bouquets, but the real *piece de resistance* was a cross made wholly of diamonds, that stood out in magnificent relief against the azure *fond*. This chalice was used on the occasion referred to, and the clerical journals say that the sight of it "produced a profound impression."

## COMMERCIAL INTELLIGENCE.

MONDAY, 1st August.

OPIUM.

Quotations are:—

New Malwa ..........$525 per picul, allce. of 1½ to 2 catties.
Old Malwa ..........$550 per picul, allce. of [2 to 2½ catties.
Older Malwa ..........$570 per picul, allce. of [1 catties.
Patna (New) ..........$495 per chest.
Patna (Old) .......... 500 „ „
Benares (New) .......... 475 „ „
Benares (Old) .......... 475 „ „

EXCHANGE.

ON LONDON.—
Telegraphic Transfer ..........3/2
Bank Bills, on demand ..........3/2¼
Bank Bills, at 30 days' sight ..........3/2½
Bank Bills, at 4 months' sight ..........3/2¾
Credits, at 4 months' sight ..........3/2¾ a 3/2¾
Documentary Bills, at 4 months' sight ..........3/2¾

ON PARIS.—
Bank Bills, on demand ..........3.98
Credits, at 4 months' sight ..........4.07

ON NEW YORK.—
Bank Bills, on demand ..........77
Credits, 60 days' sight ..........78½

ON BOMBAY.—
Telegraphic Transfer ..........224
Bank, on demand ..........224½

ON CALCUTTA.—
Telegraphic Transfer ..........224
Bank, on demand ..........224½

ON SHANGHAI.—
Bank, at sight ..........72½
Private, 30 days' sight ..........73

SHARES.

Quotations are:—

Hongkong and Shanghai Bank Shares—127 per cent. premium, sellers.
Union Insurance Society of Canton, Limited—$83 per share.
China Traders' Insurance Company's Shares—$71 per share, buyers.
North China Insurance—Tls. 235 per share.
Yangtsze Insurance Association—Tls. 114 per share.
Chinese Insurance Company, Limited—$225 per share.
On Tai Insurance Company, Limited—Tls. 148 per share.
Canton Insurance Office, Limited—$72½ per share.
Hongkong Fire Insurance Company's Shares—$382½ per share, nominal.
China Fire Insurance Company's Shares—$80 per share, sales.
Straits Marine Insurance Company, Limited—$30 nom.
Straits Fire Insurance Company, Limited—316 n.m., buyers.
Hongkong and Whampoa Dock Company's Shares—88 per cent. prem., sales.
Hongkong, Canton, and Macao Steamboat Co.'s Shares—$101½ per cent. prem., sales.
Indo China Steam Navigation Co.'s Shares—10 per cent. discount.
China and Manila Steamship Company, Limited—30 per cent. discount, nominal.
Douglas Steamship Company, Limited—$50 per share.
Hongkong Gas Company's Shares—$125 per share.
Hongkong Hotel Company's Shares—$200 per share.
China Sugar Refining Company, Limited—$141 per share, sellers.
Luzon Sugar Refining Company, Limited—$60 per share, nominal.
Hongkong Ice Company's Shares—$51 per share.
Hongkong and China Bakery Company, Limited—$110 per share.
Perak Tin Mining and Smelting Company—$10 per share.
Punjom and Sunghie Dua Samantan Mining Company, Limited—$13 per share fully paid up, sales.
Perak Sugar Cultivation Company—Tls. 18 per share.
Hongkong Rope Manufacturing Company, Limited—$35 per share.
Hongkong and Macao Glass Manufacturing Co., Limited—60 per cent. discount.
A. S. Watson & Co., Limited—65 per cent. premium.
Hongkong & Kowloon Wharf and Godown Co., Limited—$152 per share, sales and sellers.
Singapore Insurance Company, Limited—$18 per share.
Chinese Imperial Loan of 1884 B—6 per cent. premium.
Chinese Imperial Loan of 1884 C—8 per cent. premium.
Chinese Imperial Loan, 1886 E—6½ per cent. premium.
Chinese Imperial Government 1885 Dollar Loan—1 per cent. premium.

## METEOROLOGICAL REGISTER.

| | Previous day. at 4 p.m. | On date at 10 a.m. | On date at 4 p.m. |
|---|---|---|---|
| Barometer | 29.66 | 29.75 | 29.68 |
| Temperature | 85 | 84 | 85 |
| Humidity | 73 | 79 | 77 |
| Direction of wind | S.S.W. | S.W. | S.W. |
| Force of wind | 4 | 2 | 3 |
| Weather | c. | o. | c. |
| Rain | | | |

1.—BAROMETER reduced to 32 degrees Fahrenheit and to the level of the sea in inches, tenths and hundredths.
2.—TEMPERATURE in the shade in degrees Fahrenheit.
3.—HUMIDITY in percentage of saturation, the humidity of air saturated with moisture being 100.
4.—DIRECTION OF THE WIND to two points.
5.—FORCE OF THE WIND according to Beaufort Scale.
6.—STATE OF THE WEATHER: B. blue sky; C. detached clouds; D. drizzling rain; F. fog; G. gloomy; H. hail; L. lightning; O. overcast; P. passing showers; Q. squally; R. rain; S. snow; T. thunder; V. visibility; W. dew (wet).
7.—RAIN in inches, tenths and hundredths.

W. DOBERCK.

Hongkong Observatory, 1st August, 1887.

## HONGKONG TEMPERATURE.

(FROM MESSRS. FALCONER & CO.'S REGISTER.)

August 1st.

Barometer—9 A.M. ..........29.800
Barometer—1 P.M. ..........29.750
Barometer—4 P.M. ..........29.740
Thermometer—9 A.M. ..........87
Thermometer—1 P.M. ..........88
Thermometer—4 P.M. ..........87
Thermometer—9 A.M. (Wet bulb) ..........81
Thermometer—1 P.M. (Wet bulb) ..........81
Thermometer—4 P.M. (Wet bulb) ..........81
Thermometer—Maximum ..........89
Thermometer—Minimum (over night) ..........82

## CHINA COAST METEOROLOGICAL REGISTER.

31st July, 1887, at 4 P.M.

| STATION. | Barometer red. to sea level and 32° Fahr. | Temperature. | Humidity. | Wind. Direction. | Wind. Force. | Weather. | Rain last 24 hours. |
|---|---|---|---|---|---|---|---|
| Manila | 29.95 | 89 | 84 | SW | 2 | o f | — |
| Haiphong | 29.84 | 93 | 74 | SE | — | o q | — |
| Hongkong | 29.68 | 85 | 71 | SSW | 4 | c | — |
| Amoy | 29.52 | 94 | 61 | WSW | 2 | c | — |
| Foochow | 29.47 | 90 | 73 | W | 2 | b | — |
| Shanghai | 29.57 | 82 | 8 | NE | 4 | c | — |
| Nagasaki | — | — | — | — | — | — | — |
| Wladiwostock | — | 69 | — | E | 1 | c | — |

1st August, 1887, at 10 A.M.

| STATION. | Barometer red. to sea level and 32° Fahr. | Temperature. | Humidity. | Wind. Direction. | Wind. Force. | Weather. | Rain last 24 hours. |
|---|---|---|---|---|---|---|---|
| Manila | 29.96 | 85 | 80 | WSW | 1 | e | — |
| Haiphong | 29.79 | 88 | 75 | — | 0 | c | — |
| Hongkong | 29.75 | 84 | 79 | SW | 2 | o | — |
| Amoy | 29.67 | 88 | 74 | W | 2 | o | — |
| Foochow | — | — | — | — | — | — | — |
| Shanghai | 29.57 | 81 | 85 | NE | 4 | c | — |
| Nagasaki | — | — | — | — | — | — | — |
| Wladiwostock | 29.76 | 52 | — | — | 0 | olt | — |

W. DOBERCK.

Hongkong Observatory, 1st August, 1887.

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Hongkong, 24th June, 1887. [122

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Hongkong, 1st July, 1885. [1268

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Hongkong, 26th February, 1887. [433

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contains the
LATEST AND FULLEST TRADE INTELLIGENCE,
REPORTS OF MEETINGS OF COMPANIES,
THE LATEST TELEGRAMS,
together with the
POLITICAL AND GENERAL NEWS of the Fortnight.
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## VESSELS ADVERTISED AS LOADING.

| DESTINATION | VESSEL'S NAME | CAPTAIN. | AT | FOR FREIGHT APPLY TO | TO BE DESPATCHED |
|---|---|---|---|---|---|
| LONDON via SUEZ CANAL | Antenor (str.) | Grier | Hongkong | Butterfield & Swire | On 5th inst. |
| LONDON via SUEZ CANAL | Glencoe (str.) | Geake | Hongkong | Jardine, Matheson & Co. | On or about 4th inst. |
| HAVRE AND LONDON | Narcissus | Duncan | Hongkong | Carlowitz & Co. | Quick despatch. |
| HAVRE AND HAMBURG, &c. | Cassandra (str.) | C. Haesloop | Hongkong | Siemssen & Co. | On 6th inst., at 11 A.M. |
| HAMBURG | Adolph | Westergaards | ... | Eduard Schellhass & Co. | Quick despatch. |
| LONDON AND HAMBURG | Comet | ... | ... | Carlowitz & Co. | Quick despatch. |
| LONDON AND HAMBURG | Amaranth | Morisse | Hongkong | Carlowitz & Co. | Quick despatch. |
| LONDON AND HAMBURG | Osaka | R. Lowe | ... | Pustau & Co. | Quick despatch. |
| LONDON AND HAMBURG | Nyl-ghan | Lovitt | ... | Pustau & Co. | Quick despatch. |
| LONDON | John Nicholson | Caslon | Hongkong | Pustau & Co. | Quick despatch. |
| LONDON | Bothwell Castle (str.) | Todd | Hongkong | Adamson, Bell & Co. | On 9th inst. |
| MARSEILLES via SAIGON, &c. | Melbourne (str.) | De la Marcelle | ... | Messageries Maritimes | On 4th inst., at Noon. |
| VANCOUVER B.C., via AMOY, &c. | Abyssinia (str.) | Alex. Marshall | Hongkong | Adamson, Bell & Co. | To-day, at 3 P.M. |
| BREMEN, & PORTS of CALL | Preussen (str.) | C. Pohle | Hongkong | Melchers & Co. | On 4th inst., at 4 P.M. |
| GENOA & PORTS of CALL | Bormida (str.) | ... | Hongkong | Carlowitz & Co. | On 13th inst., at Noon. |
| SAN FRANCISCO via Y'HAMA | City of Sydney (str.) | ... | Hongkong | P. M. S. S. Co. | On 31st inst., at 3 P.M. |
| SAN FRANCISO via Y'HAMA | Belgic (str.) | ... | Hongkong | O. & O. S. S. Co. | On 4th inst., at 3 P.M. |
| SAN FRANCISCO | E. Nicholson | ... | Hongkong | Melchers & Co. | Quick despatch. |
| SAN FRANCISCO | Hattie N. Bangs | Bangs | Hongkong | Gonsalves & Co. | Quick despatch. |
| SAN FRANCISCO | Anna Bertha | Nissen | ... | Pustau & Co. | Quick despatch. |
| SAN FRANCISCO | Pactolus | Barnham | Hongkong | Pustau & Co. | Quick despatch. |
| NEW YORK | Granite State | Ross | ... | Pustau & Co. | Quick despatch. |
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| NEW YORK | McNear | ... | ... | Carlowitz & Co. | Quick despatch. |
| NEW YORK | Honolulu | ... | ... | Carlowitz & Co. | Quick despatch. |
| NEW YORK | P. N. Blanchard | Oakes | Hongkong | Siemssen & Co. | Quick despatch. |
| NEW YORK | Alice D. Cooper | Saunders | Hongkong | Russell & Co. | Quick despatch. |
| SYDNEY & MELBOURNE, &c. | Tannadice (str.) | Craig | Hongkong | Russell & Co. | On 6th inst., at 4 P.M. |
| CALCUTTA via STRAITS | Wingsang (str.) | d'A. de St. Croix | Hongkong | Jardine, Matheson & Co. | To-day, at 3 P.M. |
| CHEFOO AND TIENTSIN | Pechili (str.) | Bradley | Hongkong | Jardine, Matheson & Co. | On or about 6th inst. |
| YOKOHAMA AND KOBE | Atalanta (str.) | H. C. Thomsen | Hongkong | Siemssen & Co. | To-day, at 4 P.M. |
| SHANGHAI, KOBE, &c. | Djemnah (str.) | Vaquier | ... | Messageries Maritimes | Quick despatch. |
| SHANGHAI | Peking (str.) | G. Heuermann | Hongkong | Siemssen & Co. | To-day, at Noon. |
| SHANGHAI | Volga (str.) | Bevilaqua | Hongkong | Messageries Maritimes | On 5th inst., Daylight |
| SHANGHAI | Kutsang (str.) | Jackson | Hongkong | Jardine, Matheson & Co. | To-morrow, at 3 P.M. |
| SHANGHAI via AMOY | Telamon (str.) | Jackson | Hongkong | Butterfield & Swire | On 4th inst. |
| MANILA via AMOY | Esmeralda (str.) | Taylor | Hongkong | Russell & Co. | On 4th inst., at 4 P.M. |
| SWATOW, AMOY, & FOOCHOW | Haiphong (str.) | Harris | Hongkong | Douglas Lapraik & Co. | To-day, at Noon. |

## VESSELS ON THE BERTH.

FOR SHANGHAI.

THE Company's Steamship

"PEKING,"

Captain G. Heuermann, will be despatched for the above Port TO-DAY, the 2nd August, at NOON.
For Freight or Passage, apply to
SIEMSSEN & Co.

Hongkong, 30th July, 1887. [1456

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW AMOY AND FOOCHOW.

THE Company's Steamship

"HAIPHONG,"

Capt. Harris, will be despatched for the above Ports TO-DAY, the 2nd Aug., at NOON.
For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, 30th July, 1887. [1454

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG, AND CALCUTTA.

THE Company's Steamship

"WINGSANG,"

Captain d'A. de St. Croix, will be despatched as above TO-DAY, the 2nd Aug., at THREE P.M.
This steamer has Superior First Class Accommodation specially constructed to meet the requirements of tropical climates.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 27th July, 1887. [1427

FOR YOKOHAMA AND KOBE.

THE Steamship

"ATALANTA,"

Captain H. C. Thomsen, will be despatched for the above Ports TO-DAY, the 2nd August, at FOUR P.M.
For Freight or Passage apply to
SIEMSSEN & Co.,
Agents.

Hongkong, 30th July, 1887. [1455

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

(Taking Cargo and Passengers at through rates for CHEFOO, TIENTSIN, NEWCHWANG, HANKOW and PORTS on the YANGTSZE).

THE Company's Steamship

"KUTSANG,"

Captain Jackson, will be despatched as above TO-MORROW, the 3rd August, at THREE P.M.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 29th July, 1887. [1447

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI VIA AMOY.

(Taking Cargo and Passengers at through rates for NINGPO, CHEFOO, NEWCHWANG, TIENTSIN, HANKOW, and Ports on the YANGTSZE.)

THE Company's Steamship

"TELAMON,"

Captain Jackson, will be despatched as above on THURSDAY, the 4th August.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.

Hongkong, 28th July, 1887. [1433

"GLEN" LINE OF STEAM PACKETS.

FOR LONDON, VIA SUEZ CANAL.

THE Steamship

"GLENCOE,"

Captain Geake, will be despatched as above on or about the 4th August.
This steamer has superior Accommodation for Passengers, and carries a Doctor and Stewardess.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
Agents.

Hongkong, 25th July, 1887. [1409

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"ANTENOR,"

Captain Grier, will be despatched as above on FRIDAY, the 5th August.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.

Hongkong, 1st August, 1887. [1324

FOR SINGAPORE, HAVRE, AND HUMBURG, VIA SUEZ CANAL.

(Taking Cargo at through rates to AMSTERDAM, ROTTERDAM, ANTWERP, LONDON, LIVERPOOL, and BREMEN.)

THE Steamship

"CASSANDRA,"

Captain C. Haesloop, will be despatched for the above Ports on SATURDAY, the 6th August, at ELEVEN A.M.
For Freight or Passage, apply to
SIEMSSEN & Co.,
Agents.

Hongkong, 28th July, 1887. [1437

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY, MELBOURNE, AND ADELAIDE.

(Calling at PORT DARWIN and taking through Cargo to NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"TANNADICE,"

Captain Craig, will be despatched for the above Ports on SATURDAY, the 6th August, at FOUR P.M.
For Freight or Passage, apply to
RUSSELL & Co.,
Agents.

Hongkong, 27th July, 1887. [1421

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS POSTE FRANCAIS.

FOR SHANGHAI, KOBE, AND YOKOHAMA.

THE Company's Steamer

"DJEMNAH,"

Captain Vaquier, will leave for the above Ports shortly after her arrival from Europe.
G. DE CHAMPEAUX,
Agent.

Hongkong, 27th July, 1887. [2

## VESSELS ON THE BERTH.

CANADIAN PACIFIC LINE.

TAKING CARGO AND PASSENGERS TO JAPAN, CANADA, THE UNITED STATES, AND EUROPE,
VIA
THE CANADIAN PACIFIC RAILWAY
AND OTHER CONNECTING
RAILWAY LINES & STEAMERS.

THE British Steamship

"ABYSSINIA,"

3,651 Tons Register, Alex. Marshall, Commander, will be despatched for VANCOUVER, B.C., VIA AMOY, FOOCHOW, KOBE, AND YOKOHAMA, on TUESDAY, the 2nd August, at THREE P.M.

To be followed by S. S. "PARTHIA," on the 23rd August.

These steamers, formerly in the CUNARD Service, have lately received New Engines and Boilers, and can maintain a speed at sea of from 13 to 14 knots.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports, and at Vancouver with San Francisco by the regular Steamers of the PACIFIC COAST STEAMSHIP COMPANY.

The attention of through passengers is drawn to the fact of the Canadian Pacific Railway being the best built and most splendidly equipped line ever constructed on the American Continent, and specially adapted for Summer travelling.

Consular Invoices for Goods to United States points should be made out in quadruplicate, and addressed to Mr. D. E. BROWN, District Freight Agent, Vancouver, B.C., and sent to us.

Freight will be received on Board until 4 P.M. on the 1st August.

All Parcels must be sent to our Office and should be marked to address in full; and the same will be received by us until 5 P.M. the day previous to sailing.

For information as to Passage or Freight, apply to
ADAMSON, BELL & Co.,
Agents.

Hongkong, 29th July, 1887. [832

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS POSTE FRANCAIS.

NOTICE.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, MADRAS, CALCUTTA, ADEN, SUEZ, PORT SAID, MEDITERRANEAN, AND BLACK SEA PORTS, MARSEILLES, AND PORTS OF BRAZIL AND LA PLATA;
ALSO,
LONDON, HAVRE, BORDEAUX, DUNKIRK, AND ANTWERP.

ON THURSDAY, the 4th August, at Noon, the Company's Steamship "MELBOURNE," Commandant De la Marcelle, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M., on the 3rd August, 1887. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and value of Packages are required.

For further particulars, apply at the Company's Office.
G. DE CHAMPEAUX,
Agent.

Hongkong, 23rd July, 1887. [2

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA, AND EUROPE;
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING STEAMERS.

THE Steamship "BELGIC" will be despatched for San Francisco, *vid* Yokohama, on THURSDAY, the 4th August, at THREE P.M.

Connection being made at Yokohama with Steamers from Shanghai and Japan Ports.

ALL PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

RETURN PASSAGES.—Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within six months, will be allowed a discount of 20 °/ₒ from Return Fare; if re-embarking within one year, an allowance of 10 °/ₒ will be made from Return Fare. Pre-Paid Return Passage Orders, available for one year, will be issued at a Discount of 25 °/ₒ from Return Fare. *These allowances do not apply to through fares from China and Japan to Europe.*

Consular Invoices to accompany Cargo destined to Ports beyond San Francisco should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 50A, Queen's Road Central.
C. D. HARMAN, Agent.

Hongkong, 13th July, 1887. [4

FOR NEW YORK.

THE 3/3 L II American Ship

"P. N. BLANCHARD,"

Captain Oakes, will load here for the above Port, and will have quick despatch.
For Freight, apply to
SIEMSSEN & Co.

Hongkong, 18th July, 1887. 1374

FOR SAN FRANCISCO.

THE 3/3 L. I. I. German Barque

"ANNA BERTHA,"

Nissen, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to
PUSTAU & Co.

Hongkong, 15th July, 1887. [1358

FOR SAN FRANCISCO.

THE 3/3 A. I. I. American Ship

"PACTOLUS,"

Barnham, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to
PUSTAU & Co.

Hongkong, 18th June, 1887. [1193

## VESSELS ON THE BERTH.

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, TRIESTE, BRINDISI, GENOA, ANTWERP, BREMEN, AND HAMBURG, PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;
ALSO,
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

ON THURSDAY, the 4th day of August, 1887, at FOUR P.M., the Company's Steamship "PREUSSEN," Captain C. Pohle, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING AT GENOA.

Shipping Orders will be granted till Noon, Cargo will be received on Board until 4 P.M., Specie and Parcels until 3 P.M., on the 3rd August, 1887. (Parcels are not to be sent on Board; they must be left at the Agency's Office). Contents and Value of Packages are required.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess.

For Further Particulars, apply to
MELCHERS & Co.,
Agents.

Hongkong, 11th July, 1887. [7

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR CHEFOO AND TIENTSIN.

THE Company's Steamship

"PECHILI,"

Captain Bradley, will be despatched as above on or about the 6th August.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 29th July, 1887. [1448

NAVIGAZIONE GENERALE ITALIANA
(FLORIO & RUBATTINO UNITED COMPANIES).
STEAM FOR
SINGAPORE, PENANG, AND BOMBAY,
having connexion with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, (LEGHORN), and GENOA; also to MARSEILLES, all MEDITERRANEAN, ADRIATIC, LEVANTINE, and SOUTH AMERICAN PORTS up to CALLAO. Taking Cargo at through rates to MADRAS, PERSIAN GULF and BAGDAD.

THE Company's Steamship

"BORMIDA,"

will be despatched as above on SATURDAY, the 13th August, at NOON.
The Steamer has splendid Accommodation for Passengers and carries a Doctor and Stewardess.
For Further Particulars regarding Freight and Passage, apply to
CARLOWITZ & Co.,
Agents.

Hongkong, 30th July, 1887. [6

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA AND SAN FRANCISCO.

THE U. S. Mail Steamer "CITY OF SYDNEY," will be despatched for San Francisco, viâ Yokohama, on WEDNESDAY, the 31st August, at THREE P.M., taking Passengers and Freight for Japan, the United States and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, viâ Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

RETURN PASSAGES.—Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within six months, will be allowed a discount of 20 °/ₒ from Return Fare; if re-embarking within one year, an allowance of 10 °/ₒ will be made from Return Fare. Pre-paid Return Passage Orders, available for one year, will be issued at a Discount of 25 °/ₒ from Return Fare. *These allowances do not apply to through fares from China and Japan to Europe.*

Freight will be received on board until 4 P.M. on the day previous to sailing, Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Ports beyond San Francisco should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central.
C. D. HARMAN, Agent.

Hongkong, 25th July, 1887. [3

FOR HAVRE AND LONDON.

THE 100 A I British Ship

"NARCISSUS,"

Duncan, Master, will load for the above Ports, and will have quick despatch.
For Freight, apply to
CARLOWITZ & Co.

Hongkong, 22nd April, 1887. [829

FOR NEW YORK.

THE 3/3 L II American Ship

"McNEAR,"

Shortly expected here, will load for the above Port, and will have quick despatch.
For Freight, apply to
CARLOWITZ & Co.,

Hongkong, 16th July, 1887. [1368

FOR HAMBURG DIRECT.

THE 3/3 L. I.I. German Barque

"ADOLPH,"

Westergaard, Master, shortly expected here, will load here for the above Port, and will have quick despatch.
For Freight, apply to
EDUARD SCHELLHASS & Co.

Hongkong, 21st July, 1887. [1393

## VESSELS ON THE BERTH.

FOR LONDON AND HAMBURG.

THE 3/3 L II German Bark

"AMARANTH,"

Captain Morisse, will load here for the above Ports, and will have quick despatch.
For Freight, apply to
CARLOWITZ & Co.

Hongkong, 2nd July, 1887. [1276

FOR NEW YORK.

THE 3/3 L I I American Ship

"ALICE D. COOPER,"

Saunders, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to
RUSSELL & Co.

Hongkong, 29th July, 1887. [1450

FOR LONDON AND HAMBURG.

THE 3/3 L. I. I. British Ship

"NYL-GHAN,"

Lovitt, Master, shortly expected here, will load here for the above Ports, and will have quick despatch.
For Freight, apply to
PUSTAU & Co.

Hongkong, 14th July, 1887. [1357

FOR SAN FRANCISCO.

THE 3/3 L. I. I. American Barkentine

"HATTIE N. BANGS,"

Bangs, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to
GONSALVES & Co.

Hongkong, 16th July, 1887. [1367

FOR NEW YORK.

THE 3/3 L II British Ship

"HONOLULU,"

Shortly expected here, will load for the above Port and will have quick despatch.
For Freight, apply to
CARLOWITZ & Co.

Hongkong, 16th July, 1887. [1369

FOR LONDON AND HAMBURG.

THE 3/3 L II German Ship

"COMET,"

Shortly expected here, will load for the above Ports, and will have quick despatch.
For Freight, apply to
CARLOWITZ & Co.

Hongkong, 16th July, 1887. [1370

FOR LONDON.

THE A I British Ship

"JOHN NICHOLSON,"

Caslon, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to
PUSTAU & Co.

Hongkong, 11th June, 1887. [115

FOR NEW YORK.

THE 3/3 L. I. I. American Ship

"BENJAMIN SEWALL,"

S. R. Ulmer, Master, shortly expected here, will load for the above Port, and will have quick despatch.
For Freight, apply to
PUSTAU & Co.

Hongkong, 7th July, 1887. [1306

FOR LONDON AND HAMBURG.

THE 3/3 L. I. I. British Bark

"OSAKA,"

R. Lowe, Master, shortly expected here, will load here for the above Ports, and will have quick despatch.
For Freight, apply to
PUSTAU & Co.

Hongkong, 15th July, 1887. [1356

FOR NEW YORK.

THE 3/3 L. I. I. American Ship

"GRANITE STATE,"

Ross, Master, shortly expected here, will load for the above Port, and will have quick despatch.
For Freight, apply to
PUSTAU & Co.

Hongkong, 7th July 1887. [1305

IF you want JAPANESE GOODS at Reasonable Prices
Go to CASSUMBHOY'S STORE,
BEACONSFIELD ARCADE.
A Large Assortment of New Satsuma and other Ware, Bronzes, Tea Services, Screens, &c. New and Second-hand FURNITURE at Lowest Prices. [23

號生怡

YEE SUNG & Co.,
COAL MERCHANTS,
have always on hand
LARGE STOCKS OF EVERY DESCRIPTION OF COAL.
Address:—Care of Messrs. KWONG SUNG & Co., No. 68, PRAYA. [65

PORTLAND CEMENT.

J. B. WHITE & BROS.
SOLE AGENTS FOR CHINA,
HOLLIDAY WISE & Co.

Hongkong, 11th April, 1883. [1175

SUMMER TIME TABLE.

THE KOWLOON FERRY.

STEAM-LAUNCH
"MORNING STAR"

Runs Daily as a Ferry Boat between PEDDAR'S WHARF and TSIM-TSA-TSUI at the following hours:—This Time Table will take effect from the 15th April, 1887.

| WEEK DAYS. Leaves Kowloon | WEEK DAYS. Leaves Hongkong | SUNDAYS. Leaves Kowloon | SUNDAYS. Leaves Hongkong |
|---|---|---|---|
| 6.00 A.M. | 7.00 A.M. | 6.01 A.M. | 7.00 A.M. |
| 8.00 „ | 8.30 „ | 7.30 „ | 8.00 „ |
| 8.50 „ | 9.00 „ | 9.00 „ | 10.15 „ |
| 9.40 „ | *10.15 „ | 10.30 „ | 10.45 „ |
| *10.30 „ | 12.30 P.M. | 11.00 „ | 12.00 NOON. |
| 12.45 P.M. | 1.00 „ | 12.30 P.M. | 1.15 P.M. |
| 1.30 „ | 2.00 „ | 1.30 „ | 2.00 „ |
| 2.20 „ | 3.00 „ | 2.30 „ | 3.00 „ |
| 3.30 „ | 4.00 „ | 3.30 „ | 4.00 „ |
| 4.15 „ | 4.30 „ | 4.15 „ | 4.30 „ |
| 4.50 „ | 5.10 „ | 4.50 „ | 5.10 „ |
| 5.25 „ | 5.40 „ | 5.25 „ | 5.40 „ |
| 5.55 „ | 6.15 „ | 5.55 „ | 6.15 „ |
| 6.45 „ | 7.00 „ | 6.45 „ | 7.00 „ |
| 7.15 „ | | 7.15 „ | |

*There will be no Launch on Monday and Friday, on account of coaling.

The above Time Table will be strictly adhered to, except under unavoidable circumstances. In case of stress of weather, due notice will be given of any stoppages. [33

J. AND R. TENNENT'S ALE and PORTER.
DAVID CORSAR & SONS'
Merchant Navy }
Navy Boiled }
Long Flax } CANVAS.
Crown }
ARNHOLD, KARBERG & Co.

Hongkong, 11th May, 1867. [20

WING TAI & Co.
SHIP'S COMPRADORES, STEVEDORES,
AND
COAL MERCHANTS.
FRESH PROVISIONS SUPPLIED AT THE SHORTEST NOTICE,
No. 25, PRAYA CENTRAL.
客發炭煤司公泰榮 [284

泰 HIM TAI 謙
COAL MERCHANT,
has always on hand
LARGE STOCKS OF EVERY DESCRIPTION OF COAL
FOR SALE AT A MODERATE PRICE,
No. 85, PRAYA CENTRAL. [53

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS, will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:—

ALICE D. COOPER, Amr. sh., Saunders.—Russell & Co.
GLUCKSBURG, Ger. str., Schultz.—Melchers & Co.
NYL-GHAN, Brit. sh., Butler.—Douglas Lapraik & Co.
MOSSER, Brit. str., Titzck.—Russell & Co.
PACTOLUS, Amr. sh., Burnham.—Russell & Co.
PEKING, Brit. str., Heuermann.—Siemssen & Co.
P. N. BLANCHARD, Amr. sh., F. H. Oakes.—Siemssen & Co.

## MAILS EXPECTED.

THE AMERICAN MAIL.

The O. & O. steamer *San Pablo*, with the American mail of the 12th July, left Yokohama at midnight on the 28th July, and may be looked for here on or about the 2nd August.

THE FRENCH MAIL.

The Messageries Maritimes steamer *Djemnah*, with the French mail of the 1st July, left Saigon at 9 a.m. on the 1st, and may be expected here on or about the 4th instant. This packet brings replies to letters despatched from Hongkong on the 19th May.

THE CANADIAN MAIL.

The Canadian Pacific S. S. Co.'s steamer *Parthia* left Vancouver on the 11th July, and is due here on or about the 9th August.

STEAMERS EXPECTED.

The O. S. S. Co.'s steamer *Telamon* left Singapore on the 27th July, and is due here on the 2nd August.

The N. G. I. steamer *Bormida* left Singapore on the 29th July, and is due here on or about the 5th August.

## POST-OFFICE NOTICES.

When Correspondence has been mis-sent or delayed (both of which are liable to happen occasionally) all that the addressee need do is to note on the cover, *Sent to* ——, or *Received at 7 p.m.*, or as the case may be, and forward it, without any other writing whatever, to the Postmaster-General. This should be acted on the first time cause of complaint occurs; it is a mistake to let such matters pass for fear of giving trouble, a course which generally gives more trouble in the end.

LOCAL DELIVERY.—No delivery is attempted on board Ship, at the Peak, Kowloon, Aberdeen, &c., nor at any private house (even though named in the address) when there is a place of business nearer, at which delivery can be effected.

The Postal Guide for 1886, revised to date will be found in the *Daily Press* Directory, p. 335 large edition, p. 701 small edition. This is the only authorised complete Summary of Postal information published in Hongkong.

☞ The authorised List of Mails issued in connection with this paper is the one published twice each day in our Extra, which is always corrected to a much later hour than that given below.

A MAIL WILL CLOSE.

For Swatow, Amoy, and Foochow.—Per *Haiphong*, to-day, the 2nd inst., at 11.30 A.M.
For Shanghai.—Per *Peking*, to-day, the 2nd inst., at 11.30 A.M.
For Bangkok.—Per *Ardgay*, to-day, the 2nd inst., at 11.30 A.M.
For Amoy, Foochow, Kobe, Yokohama, Vancouver, B.C., Canada, the United States.—Per *Abyssinia*, to-day, the 2nd inst., at 2.30 P.M.
For Straits and Calcutta.—Per *Wingsang*, to-day, the 2nd inst., at 2.30 P.M.
For Yokohama and Kobe.—Per *Atalanta*, to-day, the 2nd inst., at 3.30 P.M.
For Shanghai.—Per *Kutsang*, to-morrow, the 3rd inst., at 2.30 P.M.
For Singapore.—Per *Cassandra*, on Saturday, the 6th inst., at 10.30 A.M.

MAILS BY THE FRENCH PACKET.

The French Contract Packet *Melbourne* will be despatched on THURSDAY, the 4th August, with Mails to the United Kingdom, Europe and places beyond, *via Naples*; to Saigon, Straits Settlements, Batavia, Burmah, Ceylon, the Australasian Colonies, Pondichery, Madras, Calcutta, Aden, Mauritius, Egypt, Malta, and Gibraltar.

The usual hours will be observed in closing the Mails, &c.

MAILS BY THE GERMAN PACKET.

The German Contract Packet *Preussen* will be despatched on THURSDAY, the 4th August, with Mails for the United Kingdom, Europe and countries beyond, *via Brindisi*; to the Straits Settlements, Batavia, Burmah, Ceylon, India, Aden, Egypt, Malta, Gibraltar, &c., &c.

The hours observed in closing the Mails, &c. will be the same as in the case of the English Packet.

Correspondence should be marked *Per German Mail*, or with the name of the Packet.

The Post Office declines all responsibility for Unregistered Letters containing Bank Notes, Coin, or Jewellery, and, where Registration has been neglected, will make no enquiries into alleged losses of such letters.

HOURS FOR CLOSING THE CONTRACT MAILS.

THE ENGLISH MAIL.

The following hours are observed in closing Mails, &c., by the Contract Packet:—

*Day of Departure.*

NOON.—Money Order Office closes.
2.00 P.M.—Registry of Letters ceases. Posting of all printed matter and patterns ceases.
3.00 P.M.—Mails closed, except for Late Letters.
3.10 P.M.—Letters may be posted with late fee of 10 cents until
3.30 P.M.—when the Post Office closes entirely.
3.40 P.M.—Late Letters may be posted on board the packet with late fee of 10 cents, until time of departure.

THE FRENCH AND GERMAN MAILS.

*Day before Departure.*

5 P.M., Money Order Office closes. German Mail 4 A.M. Post Office closes, except the night box, which is always open out of office hours.

*Day of Departure.*

7 A.M., Post Office opens.
10 A.M., Registry of Letters ceases. Posting of all printed matter and patterns ceases.
11 A.M., Mail closes, except for Late Letters.
11.10 A.M., Letters may be posted with Late Fee of 10 cents until
11.30 A.M., when the Post Office closes entirely.
11.40 A.M., Late Letters may be posted on board the packet with Late Fee of 10 cents until time of departure.

RATES OF POSTAGE.

| | |
|---|---|
| Letters, per ½ oz. | 10 Cents |
| Post Cards, each | 3 Cents |
| Books, Patterns, and Commercial Papers, per 2 oz. | 2 Cents. |
| Newspapers & Prices Current, each | 2 Cents |
| Registration | 10 Cents |
| Do. with return receipt | 15 Cents |

Commercial papers signify such papers as, though written by hand, do not bear the character of an actual or personal correspondence, such as invoices, deeds, copied music, &c. The charge is the same as for Books, but all packets of and under 4 oz. weight are charged 5 cents.

PARCEL POST TO THE CONTINENT OF EUROPE BY GERMAN PACKET.

Sealed parcels not exceeding 11 lbs. in weight nor 2 feet in length, breadth, or depth, may now be forwarded to the Continent of Europe by the four-weekly direct German Packets *via* Bremerhaven at the rates stated below. For the present this route only is available by means of these packets, but parcels may be forwarded to certain countries fortnightly *via* London as heretofore.

A receipt will be given for each parcel. Parcels must be marked *By German Packet.*

Each parcel must be sealed in such a way as to render it impossible that it should be opened without detection. The sender must supply a declaration of the nature, value, and net weight of the contents, and of the gross weight of the parcel. The printed form for this declaration can be obtained at the Post Office. The parcel must not contain any letter, any article prohibited by Customs rules, lottery tickets, vines, parts of vines, liquids (unless securely packed), or dangerous or offensive goods, nor must the package be of a fragile nature.

A small charge, not exceeding six cents, may be made for Custom House purposes on the delivery of the parcel. Except Customs dues, this is the only charge the addressee will have to pay.

Parcels must be posted before 3 P.M. on the *working day next before* the departure of the German Packet.

POSTAGE ON EACH PARCEL
(Irrespective of weight, up to 11 lbs.)

| | | | |
|---|---|---|---|
| For Germany | $1.10 | For France | $1.80 |
| „ Luxemburg | $1.20 | „ Holland | $1.80 |
| „ Austro-Hungary | $1.20 | „ Switzerland | $1.80 |
| „ Belgium | $1.20 | „ Spain | $1.40 |
| „ Denmark | $1.20 | „ Sweden and Norway | $1.50 |

For Portugal (Continental) ..........$1.50.

# EXTRACTS.

### THE SHADED SPOT.

A TROPICAL STUDY.

The sunlight fiercely burns
From 'mid the vivid whiteness of our tropic day;
And every flower and leaf its parched bosom turns
In languid mood away.
The palm-frond's graceful spray
Droops moveless, ruffled by no breath of air.
There is a sense of rest, but such as flare
In flames that dazzle with a steady glare.

The heavy plantain-leaves,
Broad-fashioned, throw their shadows on the dusty ground,
And from each hanging ridge the rustic cottage eaves
Also in shade are bound.
No bird-voice trills a sound,
Heat; clear white heat, that seems to rest with weight,
Falls on the window panes, upon the roofs of slate
And sparkles on the low, white palings of each gate.

Here is a shaded spot;
A little calm, cool island, in a world of light.
Now may the weary "eyelids close in rest," and blot
The silent swirl from sight;
While, half a-doze, sweet thoughts in flight
Pass and repass, like mental music flowing;
Or echoes that rise and fall, now coming and now going
Over the border-land, between knowing and unknowing.

—*Demerara Lyrics.*

## QUEER STORY.

THE MAYOR AND THE JUBILEE.

Mr. Flatly was always a proud man, but as he left his house on the 20th of June he was a prouder man than he had ever been before. He had made his ablutions that morning with more than his ordinary care, and had dressed himself with more than his ordinary neatness, and as he went down to the railway station, he walked in so erect a manner, and with such a consequential air, that he looked at least three inches over the five feet which he usually measured. The reason of all this was not far to seek. He was leaving for London to attend the Jubilee services at Westminster Abbey in his capacity of Mayor of Rottenborough.

Mr. Flatly usually travelled second class, but his sense of his present dignity made him for once invest in a first-class ticket. Accordingly, when the train came into the station he entered a first-class compartment, and flung himself into a corner-seat in a nonchalant manner. There was only one other traveller in the compartment. As Mr. Flatly entered, the occupant of the carriage was reading a newspaper, and, in spite of the somewhat unnecessary noise and bustle Mr. Flatly made, he never glanced up to see who the newcomer was. This indifference rather abashed, and considerably impressed, Mr. Flatly.

When the train moved out of Rottenborough Station, Mr. Flatly, in imitation of his companion, took a newspaper out of his handbag, and began poring over it. But his reading was of a very fitful character, for, in spite of all his efforts, he could not prevent his thoughts and eyes from wandering off every moment to the gentleman in the opposite corner of the compartment. The stranger's appearance struck Mr. Flatly greatly. His features were haughty and aristocratic; his hands long, thin, and beautifully white; his clothes of the latest fashion; his linen plentiful and spotless; his boots of patent leather, and his hat black, glossy, and of a shape new to Mr. Flatly. With such evidence to go upon, the Mayor had no difficulty in concluding what his companion was: he was some "regular swell" returning to town from the Doubledutch Races, which had taken place the previous day.

Mr. Flatly had not as yet mixed with the aristocracy: that was due, not to want of desire on his part, but to want of opportunity. Hitherto his humble occupation of soap-boiling had not brought him in contact with the nobility and gentry of the country to any great extent, as there did not happen to be a branch of the Primrose League at Rottenborough. It had, however, brought him wealth, and that wealth had enabled him to enter the Common Council, and had procured him his election to the important office of mayor. Since he had assumed the duties of his new position it had been his good fortune to meet in his official capacity several distinguished persons, and he had liked the experience, and had resolved to have more of it. His appetite for social and political success had been whetted, not satisfied, by this taste of its pleasures. With his new dignity to support him, he hoped to force his way into the worlds of rank and fashion, and to become a prominent figure in both society and Parliament. In fact, there was no limit to Mr. Flatly's ambition, and there is no reason why there should have been. It is not the first time a provincial mayoralty has been made the stepping-stone to a seat in the Cabinet.

In seeking social position, Mr. Flatly resolved to follow the maxim he found so useful when he was pursuing wealth: never to let a chance escape him. Seeing, therefore, in the presence of the distinguished stranger who was now in the compartment with him a chance, he resolved to take advantage of it. If he entered into conversation with this gentleman, and made himself very agreeable, who could tell but it might lead to the establishment of a permanent acquaintance, perhaps a firm friendship, between them? Such an opening was not to be lost.

The Mayor of Rottenborough awaited in patience for a chance of beginning a conversation, but the stranger for a long time continued immersed in the perusal of his newspaper. At length he laid it down, and, turning to the window, gazed out languidly at the landscape. Mr. Flatly saw his opportunity.

"Pretty country this, sir," he said.

"Ya-as," replied the stranger, without turning his head to glance at the speaker.

"Crops doing nicely, don't you think?" said Mr. Flatly.

"Ya-as," answered the stranger, still gazing out of the window.

"And it's charming weather," Mr. Flatly went on.

The stranger turned from the window in silence, and, fixing his glass in his eye, gazed intently at Mr. Flatly for a moment. Then, as he let his glass drop and turned again to the window, he drawled, "Ya-as."

This wasn't encouraging. The Mayor of Rottenborough, however, was a man who, when he had made up his mind to do anything, was not to be turned from it by a mere rebuff. He pretended not to notice the stranger's coldness, and proceeded cheerfully with his conversation.

"I'm glad," he said, "we're to have Queen's weather for to-morrow. I'm going up, you see, to the Jubilee Service at Westminster Abbey, and I should like it to be a fine day for the business. These ceremonies are nothing if the weather isn't bright."

"Quite true," drawled the stranger. This time he looked at Mr. Flatly, and without the eyeglass. The Mayor noticed this change in his demeanour with pleasure. It was clear that his reference to the Jubilee Service was producing an effect.

"Yes," Mr. Flatly continued; "it would be a great pity if the thing were spoiled by bad weather. It should be a grand affair. The Queen, and the Prince, and all the other big nobs, you know, are to be there. Where my seat is I really don't know as yet," he added, in a careless way, "but I'm sure it 'll be a good one."

"I'm glad to hear it," said the stranger. "Will you be remaining in town long?"

"No, no; only a few days. Just want to have a little walk round, you see." And he winked at the stranger. "Haven't been much in town—except occasionally in the City on business. This time, you see, it's on pleasure, and so I want to stop somewhere in the west. By the way, you know Fleecer's in Jermyn-street? That's where I'm going to put up."

"Indeed; nice place is it?"

"Yes; I believe so. Quiet and private. They give you latchkeys, I hear, and you can go in and out as you like without bother. That's sometimes convenient, you know," and Mr. Flatly again winked at his companion.

"Undoubtedly," replied that gentleman, smiling slightly. "Indeed, your description has so touched my fancy that I feel inclined to go there myself. Hitherto I have stopped at the Empire, but I wasn't altogether pleased the last time I was there."

"I'm sure," said Mr. Flatly, "you'll like Fleecer's—that is, if all I'm told of it be true. I certainly should advise you to give it a trial."

"Don't think I could do better," answered the stranger. "And," he proceeded, smiling in the most bewitching manner on Mr. Flatly, "since we are to stay at the same hotel, we may as well know each other's names." And taking out his card-case he handed Mr. Flatly a card.

Mr. Flatly glanced at it and then blushed with delight. The name on it was "Sir Douglas Chattatterly, Bart." Hurriedly Mr. Flatly produced his card and presented it to Sir Douglas. Then controlling his voice, which trembled with ecstasy, he assured his companion of the pleasure it gave him to make his acquaintance.

From this until they reached London the conversation was carried on in the most friendly manner. Mr. Flatly found that, in spite of his supercilious and languid air, Sir Douglas was really a jolly fellow and an excellent companion. He had seen a great deal of life, and could talk about it in a most amusing way. His jokes, indeed, were of the very first quality, and two or three wicked stories which he told about some distinguished acquaintances of his nearly threw the worshipful Mayor into convulsions. Altogether Mr. Flatly had never enjoyed a railway journey as much as he enjoyed that one.

Sir Douglas on his part seemed greatly taken with the Mayor. He appeared to enjoy amusing him, and to relish considerably the effect of his jokes on him. Perhaps the Mayor's affectation of knowingness, and the familiar nods with which he greeted references to Lord this and Lady that, diverted Sir Douglas. At any rate, the latter appeared pleased with Mr. Flatly's company, and exerted himself to be agreeable.

When they reached London they agreed, as neither of them had much luggage—indeed, Sir Douglas had nothing but a little valise—to drive down to Fleecer's in the one cab. On the way Sir Douglas made a proposal.

"Look here, Mr. Flatly," he said, "you told me, I think, that you have no engagement for to-night?"

"Quite true," answered the mayor; "none whatever."

"Well, what do you say to our dining somewhere together—say at the Criterion—and afterwards making a night of it? When I come to town I always like, first of all, to blow off a little steam. Then, you see, I can settle down quietly and attend to my work."

"I'm your man, Sir Douglas."

"Very well. When we reach Fleecer's we'll just engage our rooms and leave our luggage, and then start out together."

"Right you are," answered Mr. Flatly, cheerfully.

In a few minutes they had arrived at Fleecer's. In a few minutes more they had engaged adjoining bedrooms. And in a few minutes more they had jumped into their cab again, and were rattling off to the Criterion.

At what hour they returned to their hotel nobody there knew. At Fleecer's there was no night-porter, but, as explained by Mr. Flatly, those who wished to remain out after midnight—when the servants retired—were provided with latch-keys. Before starting out on their adventures, Sir Douglas and Mr. Flatly had taken the precaution to provide themselves with those useful implements, and so could, unobserved, return to the hotel at whatever hour they chose.

The next morning, Sir Douglas Chattatterly came down alone to breakfast. When the meal was being laid, he asked the waiter if Mr. Flatly—No. 13—had taken breakfast?

"No, sir," replied the waiter.

"Hadn't time, I suppose?" said Sir Douglas.

"He ain't down yet, sir," answered the waiter.

"Oh, yes, he is," said Sir Douglas, a little impatiently. The waiter looked a trifle surprised.

"Hi didn't see him, sir," he said.

"That's quite possible," replied Sir Douglas; "but, all the same, he was down an hour ago. I know it, because as he went out he came bothering into my room and disturbed me. He had to be off somewhere before attending this Jubilee business, and he made me promise to meet him at eleven with his official robes. But I wish I hadn't done so, now."

"Yessir," said the waiter, in a glum tone. He was surprised and shocked to think that a guest, who was presumably a gentleman, should leave Fleecer's without breakfasting.

Sir Douglas sat in silence for a few moments. Then he looked at his watch; it was half-past ten.

"Look sharp!" he cried to the waiter. "It's time I was gone! And, I say here is the key of Mr. Flatly's portmanteau. You'll find his robes and chain of office there, he told me. You might get them out, and parcel them up for me; and then call a cab."

"Yessir," replied the waiter; and breakfast being by this time on the table, he hurried away to carry out the rest of Sir Douglas's behests.

If Mr. Flatly took no breakfast, Sir Douglas was not so foolish as to follow his example, for he made a very hearty and substantial meal. He was just finishing when the waiter returned.

"Hi've parcelled hup the robes and chain, sir," he said.

"All right," relied Sir Douglas. "Now call a cab."

"Yessir," said the waiter; "but fust, sir, here's a pus hi found in the portmanteau. Hit's full of notes, you see, sir, and lest somethink might go wrong, and suspicion fall hon me, hi thought it better to bring hit to you, sir."

"Perfectly right," answered Sir Douglas. "You're a very prudent and sensible man. I'll look after it. Now call a cab, please."

"Yessir."

Nothing was heard of either Sir Douglas or Mr. Flatly until the evening. Then a gentleman called, and inquired for the latter.

"Left for the Jubilee, sir," said the waiter; "and ain't back yet."

"H'm," said the gentleman; "that looks bad."

"Nothink wrong sir?" asked the waiter, a little curiously.

"Oh, no, nothing. He didn't say when he'd be back?"

"No, sir. None of us seed him go out, sir."

"None of you saw him? How was that?"

"Left hearly, sir, and werry quietly. Was hout late last night, sir, and I think he was rather ashamed of 'imself this morning."

"Ah, indeed. Thank you. When he comes in you needn't mention I called. Probably I'll be back again."

The gentleman was not long gone when Mr. Flatly returned. On the waiter opening the door to him he hurried past, and went straight to his bedroom. He was not quick enough, however, to prevent the waiter noticing his appearance, and being shocked at it. His face was unwashed, his hair uncombed, his hat smashed, and his clothes dirty. He contrasted strangely with the prim and neat little gentleman who had arrived at Fleecer's the night before.

Mr. Flatly had only been in a few minutes when the gentleman who called for him before arrived again. This time he was accompanied by two stout, pompous, self-sufficient-looking personages.

"Has Mr. Flatly returned yet?" the stranger inquired.

"Yes, sir," replied the waiter. "Will you just step in, sir, and I'll tell him you want to see him. Wot name, sir?"

"Detective-sergeant Griper."

"Eh?" said the waiter, unable to believe his ears.

"Detective-sergeant Griper," repeated the stranger.

The startled waiter hurried off without more ado to Mr. Flatly's room. He knocked at the door.

"What is it?" asked Mr. Flatly, in a weak voice.

"Gentleman wants to see you, sir," answered the waiter.

"Can't see anybody," replied the Mayor. "I'm not well."

"But, sir, this is important, sir," said the waiter, hesitatingly. "The gentleman who wants to see you, sir, is—he—a—he—detective, sir."

"My gracious!" exclaimed Mr. Flatly, desperately. "What's up now? This is frightful. I wish to goodness there had been no Jubilee. Tell him I'll be down in a moment."

True to his word, a minute afterwards Mr. Flatly came down. But what a sight he presented! Pale, nervous, and shuffling, with half-washed face and shabby clothes, he looked the very image of a detected criminal.

"Good evening, sir," said the detective to him. "You are Mr. Flatly, Mayor of Rottenborough, I understand."

"Yes," replied Mr. Flatly.

"Well, these gentlemen and I have come to see you about a very serious affair connected with the Jubilee services at Westminster Abbey."

"Indeed!" exclaimed Mr. Flatly, with a visible start.

The detective and the other gentlemen looked at one another in a significant way.

"Yes," the detective went on, "we have no doubt you can explain everything. We don't want to have any exposure, you understand, and so we thought it well——"

"My gracious!" cried Mr. Flatly, in agony. "What has happened? Am I charged with anything?"

"Well, not exactly charged," said the detective. "The fact is, serious larcenies have taken place to-day in Westminster Abbey, and as it was the gentlemen about you who were robbed ——"

"I wasn't at the Abbey at all," exclaimed Mr. Flatly, in desperation.

Again the three gentlemen looked at one another significantly. Then the detective took an admission card from his pocket.

"You say you were not at the Abbey, Mr. Flatly," he said. "Is not this your card of admission, and if you weren't at the Abbey, how did it get into the ticket-collector's hands?"

Mr. Flatly gazed at it, and as he gazed he turned very red.

"I was robbed of it last night," he said.

The detective smiled sarcastically.

"That may be so, Mr. Flatly, but you can scarcely ask us to believe it on your mere word."

"But I can prove it," cried the Mayor. "I was out last night with Sir Douglas Chattatterly, Bart., and he can tell you that I was robbed of my purse, pocket-book, watch, and everything."

"Ah, my dear sir," put in the stouter and more pompous of the two stout and pompous gentlemen accompanying the detective, "I assure you that there is no baronet of any such name. I can speak with the utmost confidence on the point, as I know my baronetage as well as my peerage by heart."

"Do you think this was the person sitting beside you to-day, Mr. Shoddy?" asked the detective.

"I'm quite sure of it," replied the pompous personage.

"And you, sir?"

"I—I think so," replied the other gentleman addressed, hesitatingly; "though the person next me looked more aristocratic and distinguished."

"Ah! quite so," interposed Mr. Shoddy, "but he wasn't found out at that time."

"Might I ask," said the detective to Mr. Flatly, "how you got your dress so disarranged and torn?"

Mr. Flatly hung his head and made no reply.

"Very probably," said Mr. Shoddy, "he has been caught pocket-picking among the crowd and got hustled."

"You must come with us to Vine-street, Mr. Flatly," said the detective, "to answer there a charge of picking pockets to-day in Westminster Abbey."

"But I assure you that I wasn't in the Abbey to-day," protested Mr. Flatly in despair.

"Where were you, then?"

Mr. Flatly again held down his head, and was silent.

"I think you had better come along quietly," the detective went on; "if you would rather not walk through the streets I'll call a cab."

"You are much too considerate," said Mr. Shoddy.

A cab, however, was called and Mr. Flatly, more dead than alive, was hurried into it and driven off to Vine-street.

As he and the detective entered the police station the inspector in charge looked curiously at Mr. Flatly.

"So you're back again, are you?" he said when he had finished his scrutiny; "I just thought it wouldn't be long before you'd be in our hands again."

"Back again!" repeated the detective who had arrested Mr. Flatly. "What do you mean?"

"Why, he hasn't been discharged an hour!"

"Eh?" exclaimed Detective Griper. "Was he run in to-day before?"

"No, last night," said the Inspector. "He was brought here about midnight in a beastly condition charged with attempting to steal a gentleman's watch, but, as the prosecutor didn't turn up to-day, the magistrate discharged him with a caution."

"Oh, indeed! What name did the prosecutor give?"

"I forget now," said the Inspector. "Yes, here it is—Sir Douglas Chattatterly."

"Sir Douglas Chattatterly!" replied Mr. Flatly, in dazed surprise.

"Sir Douglas Chattatterly!" exclaimed a detective who was standing by. "Why, that's the new alias of that man Legge."

"What, Legge, the swindler?" cried Detective-Sergeant Griper.

"The same—Gentleman Legge, as he's called," answered the other detective. "He's the cleverest swindler and pick-pocket in England. There are at least twenty charges aginst him, and he's been wanted for a year past."

"By George!" exclaimed the Inspector, as he thought of the chance he had missed.

Mr. Flatly returned that night to Rottenborough a sadder and a wiser man.—*Truth.*

# SHIPPING IN PORT.

## SHIPPING IN HONGKONG HARBOUR.

### HONGKONG.

STEAMERS.

| VESSELS. | DATE OF ARRIVAL. | CAPTAIN. | FLAG AND RIG. | TONS. | CONSIGNEES. | DESTINATION. |
|---|---|---|---|---|---|---|
| Abyssinia | July 19 | Marshall | Brit. str | 2346 | Adamson, Bell & Co | |
| Activ | July 27 | Revsbeck | Dan. str | 355 | Arnhold, Karberg & Co | |
| Alwine | July 30 | Samuelsen | Ger. str | 400 | Wieler & Co | |
| Amigo | Aug. 1 | Hundewadt | Ger. str | 771 | Wieler & Co | |
| Anyers | July 28 | Pinkham | Brit. str | 2087 | Butterfield & Swire | |
| Arday | July 29 | Cook | Brit. str | 1060 | Jardine, Matheson & Co | Yokohama |
| Atalanta | July 29 | Thomsen | Ger. str | 701 | Siemssen & Co | S. Francisco |
| Belgic | July 25 | Walker | Brit. str | 2695 | O. & O. S. S. Co | |
| Crusader | Nov. 12 | Rowlin | Brit. str | 64 | Arnhold, Karberg & Co | |
| Deccan | July 23 | P. Case | Brit. str | 3429 | P. & O. S. N. Co | |
| Decima | July 31 | P. Oestmann | Ger. str | 965 | Siemssen & Co | Saigon |
| Esmeralda | Aug. 1 | G. A. Taylor | Brit. str | 395 | Russell & Co | Manila |
| Fatshan | June 15 | S. W. Goggin | Brit. str | 1425 | H. C. & M. Steamboat Co | Canton |
| Glucksburg | Aug. 1 | A. Schultz | Ger. str | 916 | Melchers & Co | |
| Haiphong | July 31 | Harris | Brit. str | 1122 | Douglas Lapraik & Co | East Coast |
| Haitan | July 12 | Hunter | Brit. str | 1282 | Douglas Lapraik & Co | |
| Hankow | — | Lloyd | Brit. str | 2235 | Butterfield & Swire | Canton |
| Honam | — | A. H. Benning | Brit. str | 1344 | H. C. & M. Steamboat Co | Macao |
| Independent | July 23 | Hasenwinkel | Ger. str | 871 | Wieler & Co | |
| Kashgar | Aug. 1 | C. Gadd | Brit. str | 1515 | P. & O. S. N. Co | |
| Kiukiang | — | G. B. Lefavour | Brit. str | 1061 | H. C. & M. Steamboat Co | Canton |
| Messer | July 31 | Titlock | Brit. str | 1323 | Russell & Co | |
| Pasig | — | — | Brit. str | 284 | Chinese | |
| P. C. Chom Klao | July 29 | Lightwood | Brit. str | 1108 | Yuen Fat Hong | |
| Peking | July 19 | Hesermann | Brit. str | 954 | Siemssen & Co | Shanghai |
| Pilot Fish | — | Stopani | Brit. str | 117 | H. & W. Dock Co | |
| Port Adelaide | July 15 | F. West | Brit. str | 1783 | Adamson, Bell & Co | |
| Powan | — | J. P. Hoyland | Brit. str | 1842 | H. C. & M. Steamboat Co | Canton |
| Strathleven | July 30 | Pearson | Brit. str | 1588 | Yuen Fat Hong | |
| Sussex | July 28 | O'Callaghan | Brit. str | 1620 | Adamson, Bell & Co | |
| Triumph | July 31 | J. Moos | Ger. str | 675 | Wieler & Co | |
| Volga | Aug. 1 | Bevilaqua | Fr. str | 1003 | Messageries Maritimes | Shanghai |
| Wah Yeung | — | Y. Witt | Brit. str | 312 | Shing Kee | Canton |
| White Cloud | — | W. E. Clarke | Brit. str | 652 | H. C. & M. Steamboat Co | Canton |
| Wingsang | July 28 | De St. Croix | Brit. str | 1517 | Jardine, Matheson & Co | Calcutta |
| Yangtsze | July 26 | Starling | Brit. str | 814 | Siemssen & Co | |

SAILING VESSELS.

| VESSELS. | DATE OF ARRIVAL. | CAPTAIN. | FLAG AND RIG. | TONS. | CONSIGNEES. | DESTINATION. |
|---|---|---|---|---|---|---|
| Alice D. Cooper | July 2 | Saunders | Amr. sh | 1344 | Russell & Co | New York |
| Allie Rowe | June 9 | Phillips | Haw. bg | — | Order | |
| Amaranth | July 19 | H. Morisse | Ger. bk | 934 | Carlowitz & Co | London |
| Anna Bertha | July 6 | Nissen | Ger. bk | 469 | Pustau & Co | S. Francisco |
| Batjan | June 16 | Roch | Dut. sch | 87 | Order | |
| Centaur | July 9 | Christiansen | Ger. bk | 486 | Wieler & Co | |
| Colombo | June 10 | Griff | Chi. bk | 636 | Order | |
| Diamond City | July 10 | F. Sass | Siam. bk | 261 | Yuen Fat Hong | |
| Eliz. Nicholson | July 15 | Geo. Falconer | Brit. bk | 904 | Melchers & Co | S. Francisco |
| Erlkonig | July 9 | Bruhn | Ger. bk | 450 | Chinese | |
| Figaro | July 23 | Heinsel | Ger. bk | 1007 | Melchers & Co | |
| Hattie N. Bangs | July 11 | E. Bangs | Amr. bkn | 342 | Gonsalves & Co | S. Francisco |
| Johann Adolph | July 9 | E. Wiese | Ger. sch | 310 | Turner & Co | |
| John Nicholson | July 3 | Quine | Brit. bk | 585 | Pustau & Co | London |
| Meridian | June 25 | Reynolds | Siam. sch | 294 | Chinese | |
| Mount Lebanon | May 20 | C. H. Nelson | Amr. bkn | 510 | Gonsalves & Co | Honolulu |
| Narcissus | July 3 | A. Duncan | Brit. sh | 1279 | Carlowitz & Co | London |
| Nyl-ghau | July 24 | Butler | Brit. sh | 1252 | Pustau & Co | Hamburg |
| Pactolus | June 17 | Barnham | Amr. sh | 1144 | Pustau & Co | S. Francisco |
| P. N. Blanchard | July 15 | Th. Oakes | Amr. sh | 1503 | Siemssen & Co | New York |
| Sonntag | May 25 | Haskell | Amr. bk | 976 | Pustau & Co | New York |
| Wachusett | May — | C. Oakland | Amr. sh | 1519 | Pustau & Co | New York |
| Wan. Minstrel | Apl. 14 | Wright | Brit. sch | 384 | Order | |

## SHIPPING IN CHINA WATERS.

### MACAO.

| VESSELS. | DATE OF ARRIVAL. | CAPTAIN. | FLAG AND RIG. | TONS. | CONSIGNEES. | DESTINATION. |
|---|---|---|---|---|---|---|
| Kiang-ping | — | Holmes | Chi. str | 360 | C. M. S. N. Co | Canton |
| Kiung-chow | — | E. Gaine | Brit. str | 288 | H. C. & M. Steamboat Co | |
| Recorder | May 28 | J. H. Dutton | Brit. str | — | Order | |

### WHAMPOA.

| VESSELS. | DATE OF ARRIVAL. | CAPTAIN. | FLAG AND RIG. | TONS. | CONSIGNEES. | DESTINATION. |
|---|---|---|---|---|---|---|
| Kutsang | July 29 | Jackson | Brit. str | 1425 | Jardine, Matheson & Co | Shanghai |
| Vigilant | — | — | Chi. str | — | Chinese | |

### CANTON.

| VESSELS. | DATE OF ARRIVAL. | CAPTAIN. | FLAG AND RIG. | TONS. | CONSIGNEES. | DESTINATION. |
|---|---|---|---|---|---|---|
| Ch'ron Kamrye | — | Krag | Siam. bk | 419 | Chinese | |
| Falcon | — | Jorgenson | Siam. bk | 359 | Chinese | |
| Rapid | June 11 | Steenbring | Siam. bk | 429 | Chinese | |

### SWATOW.

IN PORT ON 20TH JUNE, 1887.

| VESSELS. | DATE OF ARRIVAL. | CAPTAIN. | FLAG AND RIG. | TONS. | CONSIGNEES. | DESTINATION. |
|---|---|---|---|---|---|---|
| Soochow | | Harris | Brit. str | 999 | Butterfield & Swire | Shanghai |

### AMOY.

IN PORT ON 28TH JULY, 1887.

| VESSELS. | DATE OF ARRIVAL. | CAPTAIN. | FLAG AND RIG. | TONS. | CONSIGNEES. | DESTINATION. |
|---|---|---|---|---|---|---|
| Augusta | July 25 | Jessen | Ger. bk | 473 | Pasedag & Co | |
| Charley | July 24 | Gehrk | Brit. bk | 359 | Brown & Co | |
| G. H. Wappaus | July 16 | Engelson | Brit. bk | 533 | H. A. Petersen & Co | |
| Hak Lee | July 24 | Vandel | Dan. bk | 290 | H. A. Petersen & Co | |
| Hurora | July 28 | .. Bernett | Brit. bk | 294 | Chinese | |
| Lovisa | July 23 | Eriksen | Dan. sch | 211 | H. A. Petersen & Co | |
| Mercur | July 23 | W. Dick | Brit. sch | 249 | Pasedag & Co | |
| W. Siegfried | July 23 | Lawrence | Brit. bk | 394 | H. A. Petersen & Co | |

### FOOCHOW.

IN PORT ON 23RD JULY, 1887.

STEAMERS.

| VESSELS. | DATE OF ARRIVAL. | CAPTAIN. | FLAG AND RIG. | TONS. | CONSIGNEES. | DESTINATION. |
|---|---|---|---|---|---|---|
| Glencoe | July 22 | Geake | Brit. str | 1901 | Jardine, Matheson & Co | London |

SAILING VESSELS.

| VESSELS. | DATE OF ARRIVAL. | CAPTAIN. | FLAG AND RIG. | TONS. | CONSIGNEES. | DESTINATION. |
|---|---|---|---|---|---|---|
| Bylgia | July 16 | Weiss | Ger. bk | 333 | Chinese | |
| John Potts | June 15 | Cargil | Brit. bk | 374 | Chinese | |
| Louise | July 17 | Holm | Ger. sch | 280 | Chinese | |

### SHANGHAI.

IN PORT ON 23RD JULY, 1887.

STEAMERS (EXCLUSIVE OF RIVER CRAFT)

| VESSELS. | DATE OF ARRIVAL. | CAPTAIN. | FLAG AND RIG. | TONS. | CONSIGNEES. |
|---|---|---|---|---|---|
| Antenor | July 19 | Grier | Brit. str | 1645 | Butterfield & Swire |
| Bothwell Castle | July 18 | R. J. C. Tod | Brit. str | 1658 | Adamson, Bell & Co |
| Chowchowfoo | July 21 | W. Wendt | Ger. str | 796 | Melchers & Co |
| C'marthenshire | June 7 | Courtney | Brit. str | 1149 | Adamson, Bell & Co |
| Glenavon | June 27 | A. J. Jacobs | Brit. str | 19 0 | Jardine, Matheson & Co |
| Glencoe | June 15 | W. J. Geake | Brit. str | 1909 | Jardine, Matheson & Co |
| Glenearn | July 12 | Brass | Brit. str | 1410 | Jardine, Matheson & Co |
| Hae Chang | July 17 | Danielsen | Chi. str | 325 | C. M. S. N. Co |
| Hankow | July 20 | McKenzie | Brit. str | 2332 | Adamson, Bell & Co |
| Hideyoshi M. | July 17 | Stout | Jap. str | 466 | M. B. Kaisha |
| Ingeborg | — | Kleffel | Brit. str | 437 | Russell & Co |
| Khedive | July 15 | A. Leggin | Brit. str | 2131 | P. & O. S. N. Co |
| Kiang-foo | July 5 | Chang | Chi. str | 1468 | C. M. S. N. Co |
| Kung Wo | — | — | Brit. str | 600 | Jardine, Matheson & Co |
| Melbourne | July 11 | Marcelle | Fr. str | 2487 | Messageries Maritimes |
| Merionethshire | July 2 | Richardson | Brit. str | 1300 | Adamson, Bell & Co |
| Nestor | July 18 | Thompson | Brit. str | 1260 | Butterfield & Swire |
| Pao Hua | July 21 | Mackay | Brit. str | 295 | A. [illegible] |
| Preussen | July 16 | O. Pohle | Ger. str | 2879 | Melchers & Co |
| Satsuma Maru | July 19 | Conner | Jap. str | 1160 | Nippon Yusen Kaisha |
| Shanghai | July 21 | Martin | Brit. str | 1198 | Butterfield & Swire |
| Way-lee | July 15 | Low | Chi. str | 404 | Master |
| Y-ling | July 7 | Holmes | Brit. str | 131 | A. J. Little |

SAILING VESSELS.

| VESSELS. | DATE OF ARRIVAL. | CAPTAIN. | FLAG AND RIG. | TONS. | CONSIGNEES. |
|---|---|---|---|---|---|
| A. Wichhorst | July 11 | Breckwoldt | Dut. sch | 385 | Siemssen & Co |
| Batavia | June 22 | Nelssen | Brit. bk | 357 | Nils Moller |
| Direct. Barrow | July 18 | Borgwardt | Ger. bk | 327 | Melchers & Co |
| Faugh-a-Ballagh | June 14 | Schulz | Brit. sch | 244 | Morris & Co |
| Granite State | June 29 | Ross | Amr. sh | 1264 | Master |
| Infatigable | July 3 | Hack | Nor. bk | 843 | Siemssen & Co |
| [illegible]aria | June 14 | Molsen | Brit. bk | 798 | Master |
| Mary Stewart | July 17 | Thompson | Brit. bk | 484 | Morris & Co |
| Sea Swallow | June 19 | Maher | Brit. bk | 332 | Lewis & Hopkins |
| Siam | July 3 | Lange | Siam. bk | 295 | Master |
| Walls Castle | June 6 | Kenneth | Brit. bk | 626 | Gibb, Livingston & Co |
| Wm. H. Connor | June 22 | Nichols | Amr. sh | 1424 | Arnhold, Karberg & Co |

### TIENTSIN.

IN PORT ON 16TH JULY, 1887.

STEAMERS.

| VESSELS. | DATE OF ARRIVAL. | CAPTAIN. | FLAG AND RIG. | TONS. | CONSIGNEES. |
|---|---|---|---|---|---|
| Alwine Seyd | July 14 | Samme | Ger. str | 558 | Wilson & Co |
| Chintung | July 15 | Winsor | Chi. str | 835 | C. M. S. N. Co |
| El Dorado | July 16 | Payne | Brit. str | 892 | E. Cousins |
| Hae-ting | July 16 | Patterson | Chi. str | 1099 | C. M. N. S. Co |
| Tangchow | July 15 | Shaw | Brit. str | 951 | Butterfield & Swire |

SAILING VESSELS.

| VESSELS. | DATE OF ARRIVAL. | CAPTAIN. | FLAG AND RIG. | TONS. | CONSIGNEES. |
|---|---|---|---|---|---|
| Anglo-Indian | July 13 | Richter | Brit. bk | 444 | Chinese |
| Basuto | May 2[illegible] | Matthews | Brit. bk | 348 | G. W. Collins & Co |
| Ezra | July 18 | Anderson | Brit. bk | 312 | Chinese |
| Hedvig | July 9 | Kalweit | Brit. bk | 376 | Chinese |
| Lake Simcoe | June 30 | Johnson | Brit. bk | 334 | Wilson & Co |
| Loong Wah | June 20 | Lord | Brit. sch | 374 | Wilson & Co |
| Perle | July 9 | Nilsson | Brit. bk | 401 | Chinese |

## VESSELS EXPECTED AT HONGKONG.

(Corrected to Date.)

| | | |
|---|---|---|
| Clan Mackenzie | Cardiff | May 19 |
| Orient | Stettin | May 29 |
| Oneida | New York | June 7 |
| Waterloo | Penarth | June 11 |
| Bandaneira | Cardiff | June 11 |
| Restitution | Cardiff | June 12 |
| Olympia | Hamburg | June 19 |
| Benalder | London | June 23 |

## VESSELS ARRIVED HOME FROM PORTS IN CHINA, JAPAN, & MANILA.

(Per last Mail's Advice.)

| | | |
|---|---|---|
| Devonshire | Shanghai | June 17 |
| Annie Johnson | Hongkong | June 18 |
| Bertie Biglow | Iloilo | June 19 |
| City of Peking | Hongkong | June 20 |
| Ajax | Shanghai | June 20 |
| Republic | Kobe | June 21 |
| Josie Troop | Iloilo | June 22 |
| State of Maine | Hongkong | June 23 |
| Samar | Manila | June 2 |

## SHIPPING IN JAPANESE WATERS.

### NAGASAKI.

IN PORT ON 20TH, JULY, 1887.

STEAMERS.

| VESSEL. | DATE OF ARRIVAL. | CAPTAIN. | FLAG AND RIG. | TONS. | CONSIGNEES. | DESTINATION. |
|---|---|---|---|---|---|---|
| Norden | July 2 | Nielsen | Nor. str | 1367 | M. B. Kaishia | |
| Vespasian | July 19 | J. Stephens | Brit. str | 798 | Holme, Ringer & Co | |

SAILING VESSELS.

| VESSEL. | DATE OF ARRIVAL. | CAPTAIN. | FLAG AND RIG. | TONS. | CONSIGNEES. | DESTINATION. |
|---|---|---|---|---|---|---|
| Atago-maru | May 13 | — | Jap. hulk | 1640 | Nippon Yusen Kaishia | |
| Dorothy | July 12 | Croal | Brit. bk | 310 | Holme, Ringer & Co | |
| Kozaki-maru | — | Christensen | Barge | 400 | Nippon Yusen Kaishia | |
| Oscar Mooyer | July 17 | Boyan | Ger. bk | 382 | Holme, Ringer & Co | |

### KOBE.

IN PORT ON 19TH JULY, 1887.

STEAMERS.

| VESSEL. | DATE OF ARRIVAL. | CAPTAIN. | FLAG AND RIG. | TONS. | CONSIGNEES. | DESTINATION. |
|---|---|---|---|---|---|---|
| Benarty | July 17 | Boutillier | Brit. str | 1190 | M. Heimann & Co | |
| Hailoong | July 5 | T. Hall | Brit. str | 277 | H. E. Reynell & Co | |
| Idzumo-maru | July 13 | Kobayashi | Jap. str | [illegible]30 | Nippon Yusen Kaishia | |
| Lord of the Isles | July 5 | Pelgate | Brit. str | 1586 | Walsh, Hall & Co | |
| Omi-maru | July 17 | Swain | Jap. str | 1512 | Nippon Yusen Kaishia | |
| Owari-maru | July 15 | Carew | Jap. str | 646 | Nippon Yusen Kaishia | |

SAILING VESSELS.

| VESSEL. | DATE OF ARRIVAL. | CAPTAIN. | FLAG AND RIG. | TONS. | CONSIGNEES. | DESTINATION. |
|---|---|---|---|---|---|---|
| Alex. Gibson | July 14 | Speed | Amr. sh | 2121 | C. & J. Trading Co | |
| Antoinette | May 2[illegible] | Ferguson | Brit. sh | 1113 | H. Lucas & Co | |
| Cheshire | July 12 | Cosby | Brit. bk | 1313 | R. Isaac & Bros. | |
| Condor | June 19 | Meskler | Brit. bk | 976 | C. & J. Trading Co | |
| Guy C. Goss | June 1 | Doane | Amr. sh | 1424 | Smith, Baker & Co | |

### YOKOHAMA.

IN PORT ON 23RD JULY, 1887.

STEAMERS.

| VESSEL. | DATE OF ARRIVAL. | CAPTAIN. | FLAG AND RIG. | TONS. | CONSIGNEES. | DESTINATION. |
|---|---|---|---|---|---|---|
| Euphrates | July 14 | Edwards | Brit. str | 1299 | Smith, Baker & Co | |
| General Werder | July 19 | Schuckmann | Ger. str | 1819 | H. Ahrens & Co | |
| Nagoya-maru | July 22 | Wilson | Jap. str | 1262 | Nippon Yusen Kaishia | |
| Niigata-maru | July 22 | Drummond | Jap. str | 109[illegible] | Nippon Yusen Kaishia | |
| Partridge | July 2 | Lowe | Brit. str | 254 | Samuel, Samuel & Co | |

SAILING VESSELS.

| VESSEL. | DATE OF ARRIVAL. | CAPTAIN. | FLAG AND RIG. | TONS. | CONSIGNEES. | DESTINATION. |
|---|---|---|---|---|---|---|
| A. G. Ropes | June 11 | Rivers | Amr. sh | 2460 | M. Heimann & Co | |
| Donalena | June 17 | McRae | Brit. sch | 279 | Soon Hoo | |
| Eidsvold | July 18 | Sannes | Nor. sch | 277 | Yok Chee | |
| Empreza | July 22 | Allan | Brit. bk | 236 | Chinese | |
| Lady Harewood | July 19 | Williams | Brit. bk | 312 | Chinese | |
| McNear | June 24 | Larrabee | Amr. sh | 1245 | C. & J. Trading Co | |

## SHIPPING IN SOUTHERN PORTS.

### MANILA.

IN PORT ON 28TH JULY, 1887.

STEAMERS.

| | | | | | |
|---|---|---|---|---|---|
| Duburg | Apl. 21 | Bertelsen | Ger. str | 921 | C. Palanca |
| Espana | July 2 | Zavala | Span. str | 591 | J. Reyes |
| Meroddio | July 15 | D. Young | Brit. str | 917 | W. F. Stevenson & Co |
| Propontis | July 15 | G. Heasley | Brit. str | 1387 | Smith, Bell & Co |
| Salvadora | July 8 | Lecea | Span. str | 688 | J. Reyes |
| San Ignacio | May 6 | Riquer | Span. str | 2289 | Compania General |
| Strathairly | June 6 | Boughton | Brit. str | 1236 | Smith, Bell & Co |

SAILING VESSELS.

| | | | | | |
|---|---|---|---|---|---|
| Abyssinia | July 1 | Halten | Brit. bk | 1126 | Order |
| Anamba | June 6 | Welch | Brit. bk | 11[illegible]0 | W. F. Stevenson & Co |
| Carl Bohn | July 26 | Eisohmann | Ger. bk | 26[illegible] | Sui Gui |
| Clan Robertson | May 20 | Wilson | Brit. sh | 1[illegible]25 | Smith, Bell & Co |
| Earl Granville | Apl. 18 | Copp | Brit. sh | 1193 | W. F. Stevenson & Co |
| Eildonhope | Jan. 16 | Garrick | Brit. bk | 1[illegible]90 | W. F. Stevenson & Co |
| Emblem | July 20 | Roberts | Brit. bk | 1151 | Macleod & Co |
| Eugenie | July 4 | Foley | Brit. bk | 690 | Ker & Co |
| H. L. Libby | July 5 | Richardson | Brit. bk | 590 | Smith, Bell & Co |
| Jas. A. Wright | Apl. 25 | Baker | Amr. bk | [illegible]89 | Order |
| Jas. G. Bain | May 20 | Mockles | Brit. bk | 397 | Order |
| Kepler | Feb. 15 | Octhen | Ger. bk | 785 | W. F. Stevenson & Co |
| Leopold | July 16 | Mengedoth | Ger. sh | 105[illegible] | W. F. Stevenson & Co |
| L. [illegible]chepp | June 6 | Gotes | Amr. bk | 1776 | W. F. Stevenson & Co |
| Manuel | Mar. 2 | Estibal | Span. bk | 991 | J. Reyes |
| Monarch | July 5 | Corbolt | Brit. bk | 1187 | Ker & Co |
| Ringleader | June 22 | Entwistle | Amr. sh | 1145 | W. F. Stevenson & Co |
| Sachem | May 2 | Bartell | Amr. sh | 1112 | Order |
| Yn Quebec | July 2 | Caron | Brit. bk | 580 | F. Murray |

### HAIPHONG.

IN PORT ON 24TH JULY, 1887.

STEAMERS.

| | | | | | |
|---|---|---|---|---|---|
| Frejr | July 20 | Lund | Dan. str | 462 | Ulysse Pila & Co |

### BANGKOK.

IN PORT ON 20TH JULY, 1887.

SAILING VESSELS.

| | | | | | |
|---|---|---|---|---|---|
| Advance | — | — | Siam. bk | 336 | Poh Sing |
| Caroline | Nov. 2 | Kock | Siam. sch | 339 | Chinese |
| Ch'on Wattana | Nov. 1 | Ulrick | Siam. bk | 650 | Low Mah Teng |
| Doretta | Dec. 11 | Reynolds | Siam. bg | 300 | [illegible] Hock Sing |
| Foochow | Nov. 22 | Meyer | Siam. bg | 300 | Low Mah Teng |
| Fortuno | May 7 | Sanstrom | Siam. bk | 447 | Poh Wat |
| Golish | — | — | Siam. bk | 542 | Poh Son |
| Hermann | — | Troulsen | Ger. bk | 440 | R. Gutte |
| Hie Chong | May 5 | Martin | Brit. bk | 320 | Tan Hok Poh |
| Kim Jhye Seng | June 29 | Tok Tang | Siam. bk | 170 | Chie Seng |
| Matilde | Apl. 22 | Kossam | Ger. bk | 473 | Windsor, Clarke & Co |
| Queen of E'land | May 6 | Spencer | Siam. bg | 512 | Poh Chin Sae |
| Ta Hongkong | June 29 | Fuetsche | Siam. bk | 636 | Heng Lee |

## HER BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

| NAME. | RIG. | GUNS. | H.P. | CAPTAIN. | WHERE AT |
|---|---|---|---|---|---|
| Alacrity | d.-s. steel despatch boat | 6 | 3150 | Com. R. B. Maconochie | Hongkong |
| Audacious | double-screw iron frigate | 14 | 4830 | Capt. R. H. Harris | Cruising N. |
| Calliope | corvette | 16 | 4020 | Captain H. C. Kane | Nagasaki |
| Cockchafer | gunboat | 4 | 470 | Lieut.-Com. Boteler | Hongkong |
| Constance | corvette | 14 | 2590 | Captain Churchill | Cruising N. |
| Cordelia | corvette | 10 | 42[illegible] | Captain H. C. Boys | Hakodate |
| Daring | composite sloop | 4 | 920 | Com. Ed. H. M. Davis | Hakodate |
| Esk | double-screw gunboat | 3 | 340 | In reserve | Hongkong |
| Espoir | gunboat | 4 | 455 | Lieut.-Com. Adams | Singapore |
| Firebrand | composite gunboat | 4 | 460 | Lieut.-Com. Dickson | Shanghai |
| Heroine | corvette | 8 | 1170 | Captain C. J. Balfour | Cruising N. |
| Leander | cruiser | 10 | 5000 | Capt. Martin J. Dunlop | Cruising N. |
| Linnet | gunboat | 5 | 1050 | Com. W. H. Marrack | Cruising |
| Merlin | composite gunboat | 4 | 430 | Lt.-Com. W. M. Maturin | Hakodate |
| Mutine | composite sloop | 6 | 1120 | Capt. J. H. Martin | Shanghai |
| Orion | armour-plated ship | 4 | 4040 | Captain T. H. Royse | Singapore |
| Rambler | composite gun-vessel | 3 | 670 | Com. W. Usborne Moore | Cruising |
| Sapphire | corvette | 12 | 2360 | Captain R. G. Kinahan | Hakodate |
| Satellite | corvette | 8 | 1400 | Capt. A. H. Alington | Yokohama |
| Solent | torpedo mining launch | — | — | — | Hongkong |
| Swift | double-screw gun-vessel | 5 | 1010 | Commander Bromley | Cruising N. |
| Tweed | double-screw gun-vessel | 3 | 340 | In reserve | Hongkong |
| V. Emanuel | receiving ship | 20 | — | Commodore Maxwell | Hongkong |
| Wanderer | composite sloop | 3 | 750 | Com. McArthur | Cruising N. |
| Wivern | turret ironclad | 4 | 1450 | In reserve | Hongkong |
| Zephyr | gunboat | 4 | 530 | Lt.-Com. C. K. Hope | Hongkong |

## FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

| NAME. | FLAG. | GUNS. | H.P. | CAPTAIN. | WHERE AT. |
|---|---|---|---|---|---|
| Brooklyn | American frigate | 14 | 1203 | Capt. F. O. Matthews | Yokohama |
| Essex | American corvette | 6 | — | Captain T. F. Jewell | Nagasaki |
| Marion | American corvette | — | — | Com. M. Miller | Nagasaki |
| Monocacy | American gunboat | 6 | 750 | Com. Henry Glass | Yokohama |
| Omaha | American corvette | 12 | — | Captain T. O. Selfridge | Nagasaki |
| Palos | American gunboat | 6 | 500 | Lieut.-Com. T. Nelson | Yokohama |
| Aspic | French gunboat | 4 | — | Captain Rupé | Yokohama |
| Chasseur | French gunboat | — | — | Captain Le Gorrec | Haiphong |
| Comete | French gunboat | — | — | Lieut. Martel | Haiphong |
| Lutin | French gunboat | — | — | Commander Nonny | Haiphong |
| La Clocheterie | French corvette | 16 | 450 | Captain de Barbeyrac | Tourane |
| Parseval | French gunboat | — | — | Commander Foret | Hongkong |
| Primauguet | French corvette | 17 | 550 | Captain Veron | Hakodate |
| Turenne | French frigate | — | — | Captain Dupuis | Hakodate |
| Vipère | French gunboat | 4 | 100 | Com. L. B. G. Marolles | Hakodate |
| Iltis | German gunboat | 4 | 4310 | Lieut.-Com. von Eirkstedt | Hongkong |
| Nautilus | German gunboat | 4 | 1600 | Commander von Hoven | Cruising |
| Wolf | German gunboat | 2 | 340 | Captain Jaeschke | Shanghai |
| Aurora | Austrian cruiser | — | — | Captain Franz Muller | Yokohama |
| Rapido | Italian cruiser | 5 | 1220 | Captain F. Grevalt | Yokohama |
| Rio Lima | Portuguese gunboat | 4 | 100 | Captain R. d'Andrade | Tientsin |
| Tamega | Portuguese gunboat | 5 | 500 | Capt. Gouveia | Macao |
| Abreck | Russian gunboat | 7 | 300 | Captain Schans | Vladivostock |
| Dimitri Donskoi | Russian frigate | 23 | — | Captain Sourydloff | Yokohama |
| [illegible]rmak | Russian transport | 4 | 80 | Captain Koltchan | Vladivostock |
| Morge | Russian gunboat | 7 | 80 | Commander Moltsoff | Korea |
| Nerpa | Russian gunboat | 7 | 80 | Commander Valrondt | Vladivostock |
| Rynda | Russian corvette | 10 | — | Commander Avellan | Yokohama |
| Seevooch | Russian cruiser | 13 | — | Captain Surief | Vladivostock |
| Sobol | Russian gunboat | 7 | 80 | Commander Boyle | Vladivostock |
| Tongouz | Russian gunboat | — | — | Commander Heck | Vladivostock |
| Vestnik | Russian corvette | — | — | Captain Lang | Yokohama |
| Vitias | Russian corvette | 12 | — | Commander Makaroff | Yokohama |
| Vostock | Russian gunboat | 4 | — | Commander Molchonsky | Vladivostock |
| Aragon | Spanish cruiser | 11 | 2600 | Capt. D. E. Zuluaga | Manila |

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